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Annals of Wyoming

Volume 23

January 1951

Number 1



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An Appeal

The Wyoming State Museum, which will be moved to the new Office Building during 1951, will contain more than three times the space of the present one. The main object in moving the museum is to have more room to preserve Wyoming's treasured possessions in a fireproof building.

As a State Wyoming has played a great and romantic part in the era of Western development, yet its history has been grossly neglected. Now we solicit your help in a nation-wide project to create a wider interest on the part of Wyoming individuals to get into every possible nook and corner and search for old and valuable manuscripts or old diaries, written or printed articles on the history of the Territory and the State; reports, year books, directories, old newspapers and scrapbooks; records of churches, societies, clubs, financial and business organizations; photographs and pictures, historical paintings and drawings; old books and pamphlets; mementos of historical events and personages; early equipment and household utensils; Indian relics and artifacts.

"History's highest function is to let no worthy action or work be uncommunicated, for to do so is evil." Thus the Wyoming State Historical Department is most eager to impress this responsibility upon every loyal individual who has the state's interests at heart to do his part in keeping Wyoming's past and present in circulation for the sake of coming generations.

If anyone knows an individual or group of people who have information of the past, not already recorded, this Department would appreciate being informed so we may contact him or her and have those facts written and placed in the historical files for future reference.

Our funds are limited and we must depend in a large measure on the interest and generosity of the people who are Wyoming-minded.

All gifts will be numbered, labeled, recorded and card indexed. A mention of same will be published in the **Annals of Wyoming** and a gift of the issue in which the write-up appears will be sent gratis to the donor.

If you are a subscriber to the **Annals of Wyoming** and your friend and neighbor is not, please pass this appeal along and have as many names and relics as possible perpetuated in Wyoming's history and our outstanding and unusual State Museum. Thank you.

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Cheyenne Looking North

By

E. O. FULLER*

The Union Pacific Railway Company was incorporated under an Act of Congress approved by President Lincoln, July 1, 1862. The road was to be constructed west from a place on the western boundary of Iowa to be fixed by the President.¹ The newspaper account of this Act was well received in Denver. It was taken for granted that the road would be constructed to Denver since there was no rival town to offer rail traffic. Fort Laramie on the Oregon

1. 12 U. S. Stat. L. 489, Sec. 14.

*BIOGRAPHICAL SKETCH—E. O. Fuller was born January 30, 1875 on a farm near Decatur, Illinois. His parents homesteaded in western Kansas, where he spent part of his boyhood. From 1891 to 1902 he was employed on farms and ranches in Oregon, Indian Territory and Oklahoma. He resided in the Chickasaw Nation in Indian Territory in 1899 before it became a part of Oklahoma. For five years he was Register and Receiver's Clerk of the U. S. Land Office, first at Alva, Oklahoma, and later at North Platte, Nebraska. In 1908 Mr. Fuller became Special Agent in the U. S. Land Field Service with headquarters at Cheyenne, Wyoming, which position he held for ten years. His duties with the Seventh Field Division, comprising Wyoming, Nebraska and South Dakota, entailed land examinations and appraisals, estimating timber, and securing evidence in land fraud cases which were tried in the United States courts.

Mr. Fuller in 1919 became Fiscal Agent of the University of Wyoming, serving in that capacity until July 1, 1948, when he retired with the title of Fiscal Agent Emeritus.

As land appraiser for several Indian tribes in Wyoming and Oregon, Mr. Fuller has prepared extensive reports involving considerable historical and other research bearing on land character and value. They were all introduced as evidence in cases pending before the U. S. Court of Claims in Indian suits against the Government. The several decisions of the Court of Claims in these cases gave the Indian tribes gross recoveries of \$24,126,371.18.

The Indian tribes and the acreages involved were:

Shoshone Tribe, Wyoming	2,343,540
Rogue River, et al tribes, Oregon	67,820
Tillamook, et al tribes, Oregon	1,152,410
Coquille, et al tribes, Oregon	722,530
Too-too-to-ney, et al tribes, Oregon	464,490
Chetco Tribe, Oregon	433,150

Mr. Fuller is listed in "Who Knows and What." He is a member of the American Forestry Association and has a permanent State of Wyoming Pioneer Bird and Fish License. He has an active interest in pioneer western and Indian history. At present Mr. Fuller is engaged in appraising the lands of the Shoshone, Flathead, Kootenai and Pend d' Oreille Indians of Wyoming, Montana and Idaho, and in historical research regarding these Indians.

Trail, 200 miles north, had little to offer in the way of rail traffic. If we except Boulder and La Porte, Colorado, Fort Laramie was the nearest settlement to the north. By far the largest settlement in the Rocky Mountain area centered in Denver. Gold production was the support of the population. Progress and development were hampered by the transportation handicaps. There were no railways at that time in any part of the Rocky Mountain area. All supplies and equipment were freighted to Denver and the adjacent country from Missouri River points, usually by ox teams. Freight rates were high—\$400.00 per ton or more on some items. The high cost of living and equipment was an ever-present problem.

A railway to Denver from the East would help solve the transportation problem, and Denver had every reason to expect the railroad that Congress had authorized. It was the center of the largest settlement between the Missouri River and the Pacific Coast. The prosperous mines west of Denver offered a large volume of freight and passenger traffic. These are the reasons which gave Denver confidence. This found expression in a Denver newspaper editorial in the following language:

“Denver will yet be the great half way station between New York and San Francisco.”²

The construction of a Pacific Railroad was the subject of study long before the Civil War. The discussion began before either California or Oregon was a part of the United States. Congress made appropriations to defray the cost of five survey routes to the Pacific Coast. They were made in 1853 to 1855 to determine a feasible route to the Pacific.³ Due to sectional rivalry, Congress did not accept any of these routes and it is interesting to note that none of these routes was followed by the Union Pacific.

The construction of the Union Pacific Railroad began at Omaha, Nebraska on December 1, 1863.⁴ Progress was hampered—principally by the shortage of men and material due to the Civil War which was under way at that time. It was not until January 24, 1866 that the first forty miles of the road was accepted.⁵ By this time the Civil War was

2. *Denver News*, July 1, 1862, p. 2 col. 1.

3. The Reports of the Surveys for the routes and description of the country along each survey route will be found in 11 volumes, U. S. Serials 791-801 inclusive; S. Ex. Doc. 91—33 Cong. 2nd sess. and

U. S. Serial 1054 H. Ex. Doc. 56—36 Cong. 1st sess.

4. U. S. Serial 5658, p. 11. Dodge—*How We Built The Union Pacific*.

5. U. S. Serial 2182, p. 304. Annual Report, 1884 of the Secretary of War.

at an end. Both men and equipment were in better supply. Construction advanced rapidly. At the junction of North and South Platte Rivers the railroad had the option of following the North Platte River over the Rocky Mountains at South Pass, Wyoming or it could follow the South Platte River by way of Denver and the Berthoud Pass over the mountains west of Denver.

In the meantime, however, the railroad management had given Denver no assurance that the road would be constructed to that place. On the contrary, during the course of construction west from Omaha, it had several survey parties engaged in locating the most feasible route over the Rocky Mountains. These were under the direction of General Grenville M. Dodge who had been granted a leave of absence from the Army to serve as Chief Engineer for the Union Pacific Railway.

(The routes across the mountains considered by the Union Pacific Surveyors, ten in all, were as follows:⁶

- No. 1—Hosier Pass—head of South Platte
- No. 2—Terryall Pass
- No. 3—North Fork of the South Platte
- No. 4—Berthoud Pass—Above Denver
- No. 5—Boulder Pass
- No. 6—Cache la Poudre, Dale Creek and Antelope Pass
- No. 7—Crow Creek, Lone Tree Creek and Evans Pass
- No. 8—Lodge Pole Creek, Camp Walbach, Crow Creek
- No. 9—Lodge Pole Creek and Cheyenne Pass
- No. 10—Laramie Canyon

The final selection was the Crow Creek, Lone Tree and Evans Pass route. This pass had previously been accidentally discovered by General Dodge. In describing this he states:

"It was on one of these trips that I discovered the pass through the Black Hills and gave it the name of Sherman, in honor of my great chief. Its elevation is 8,236 feet, and for many years it was the highest point reached by any railroad in the United States. The circumstances of this accidental discovery may not be uninteresting.

"While returning from the Powder River campaign, I was in the habit of leaving my troops and trains, and with a few men, examining all the approaches and passes from Fort Laramie south over the secondary range of mountains known as the Black Hills, the most difficult to overcome with proper grades of all ranges, on account of its short slopes and great height. When I reached the Lodge Pole Creek, up which went the overland trail, I took a few mounted men—I think six—and with one of my scouts as guide, went up the Creek to the summit of Cheyenne Pass, striking south along the crest of the mountains to obtain a good view of the country, the troops and trains at

6. U. S. Serial 2336, pp. 18-24. Ex. Doc. 69, 47 Cong. 1st sess.

the same time passing along the east base of the mountains on what was known as the St. Vrain and the Laramie Trail.

"About noon, in the valley of a tributary of Crow Creek, we discovered Indians, who, at the same time, discovered us. They were between us and our trains. I saw our danger and took means immediately to reach the ridge and try to head them off, and follow it to where the cavalry would see our signals. We dismounted and started down the ridge, holding the Indians at bay, when they came too near, with our Winchesters. It was nearly night when the troops saw our smoke signals of danger and came to our relief; and in going to the train we followed this ridge out until I discovered it led down to the plains without a break. I then said to my guide that if we saved our scalps I believed we had found the crossing of the Black Hills—and over this ridge between Lone Tree and Crow Creeks, the wonderful line over the mountains was built. For over two years all explorations had failed to find a satisfactory crossing of this range. The country east of it was unexplored, but we had no doubt we could reach it."⁷

In November, 1866, General Dodge announced that the Lodge Pole Creek and Cheyenne Pass route would be followed. The road was to follow the South Platte River to Julesburg, Colorado from which place Lodge Pole Creek was followed to Cheyenne Pass. This announcement was a drastic blow to Denver and Colorado. General Dodge gave the choice of routes over the mountains very careful study. His comments regarding this situation were as follows:

"The year 1866 was spent in determining the crossing of the Rocky Mountains or the Black Hills, and the approaches to them from the east. It was the great desire of the company to build the line through Denver, Colorado, if possible, up to the South Platte Valley and crossing the mountains west of Denver and reaching Salt Lake by the Yampa, White, and Uinta Valleys, and I covered the country from the Laramie Canyon on the north to the Arkansas on the South, examining all the mountain passes and approaches and examined all these lines personally. These surveys demonstrated that there was no question as to where the line should cross these mountains.

"The line up the Platte and up the Lodge Pole and by the Lone Tree Pass which I had discovered, was far superior to any other line, and it forced us to abandon the line in the direction of Denver, and we had in view the building of a branch from Crow Creek to Denver, about 112 miles long. I reported the result of my examination on November 15, 1866, to the company, and on November 23, 1866, the company adopted the lines which I had recommended, and I immediately proceeded to develop them for building the next year."⁸

As originally planned, the Union Pacific was to have five lines to Missouri River points. This is shown in the following quotation:

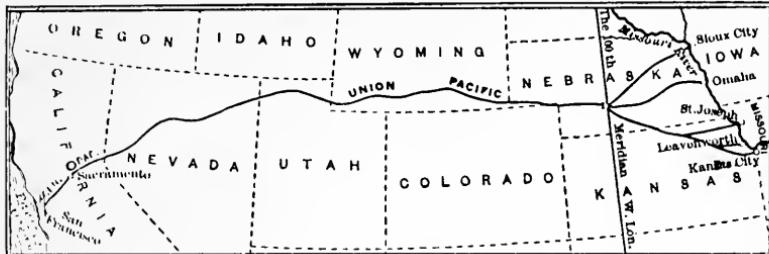
"From the Act of July 1, 1862, it appears that Congress contemplated that five lines would start from points on the Mis-

7. U. S. Serial 5658, p. 17. Dodge—**How We Built the Union Pacific.**

8. U. S. Serial 5658, p. 17-18. Dodge—**How We Built The Union Pacific.**

souri River, viz.: Sioux City, Omaha, Saint Joseph, Leavenworth, and Kansas City; and they would converge on the one hundredth meridian, forming a trunk line which would be built westwardly."⁹

PACIFIC R. R. SYSTEM AS CONTEMPLATED BY THE ACT OF JULY 1ST, 1862.



Map of the Union Pacific Railway as Originally Planned.

CHEYENNE 1867-1869

On July 1, 1867 when General Dodge came to the present site of Cheyenne he found a bare prairie unclaimed by anyone. The nearest white settlement was fifty miles to the southwest at La Porte, Colorado and vicinity which included a few settlers near the recently abandoned Fort Collins. To the northeast some 93 miles was Fort Laramie with 500 soldiers and a few civilians. Both La Porte and Fort Laramie were on the main routes of freight and stage traffic from the east to the Pacific Coast.

La Porte was a stage station with a hotel, stores, blacksmith shop, livery stable, a brewery and forty to fifty residential houses. The country near La Porte was settled long before there was a Denver.

General Dodge surveyed the Cheyenne townsite. This was completed on July 10, 1867.¹⁰ General Augur accompanied General Dodge and located Fort D. A. Russell at this time. This is described by General Dodge in the following language:

"General Augur's instructions were to locate the military post where I located the end of the division, at the east base of the mountains, and after a thorough examination of the country, I located the division point on Crow Creek, where Cheyenne now stands, and named it Cheyenne, and General Augur immediately located just north of the town the military post of D. A. Russell.

9. U. S. Serial 2505, p. 133 (first series of pp). A map of the road as finally constructed to Omaha and Kansas City, Missouri is found on p. 134. The one hundredth meridian crosses the present Union Pacific line about forty miles east of North Platte, Nebraska.

10. *Annals of Wyoming*, v. 12, p. 240.

We spent the Fourth of July at this place and General John A. Rawlins delivered a very remarkable and patriotic speech."¹¹

Camp Carlin was also established at this time between Fort D. A. Russell and Cheyenne. This was the government wholesale supply depot for the U. S. Army and Indian Agencies.

Big Doings at Cheyenne

Before the townsite survey was completed, settlers began to arrive. The first Cheyenne boom was on. There was an immediate population movement from Denver and other northern Colorado places to Cheyenne. It became the number one menace to Denver. At that time it was in Dakota Territory. Wyoming was yet to be created. It was unnamed and unknown.

Some of the people who moved to Cheyenne from Denver and other Colorado places were William W. Corlett, Edward P. Johnson, Andrew Gilchrist, Stephen F. Nuckolls, M. E. Post, Amelia B. Post, N. A. Baker, William A. Bonser, J. R. Whiteside, W. L. Kuykendall and family, E. W. Whitcomb, Herman Haas, John C. Friend, A. H. Reel, P. B. Danielson, H. J. Rogers, Henry C. Waltz, and others. It was stated in a government publication that:

"Cheyenne is settled largely by people of Colorado."¹²

N. A. Baker brought with him from Denver the machinery and equipment to set up the first printing business in Cheyenne. He issued the first edition of the **Cheyenne Leader** on September 19, 1867, which sold for twenty-five cents per copy. Baker published the **Colorado Leader** in Denver before moving his publishing business to Cheyenne. He was also connected with the **Denver News**.

H. J. Rogers was Vice President of the First National Bank of Denver.¹³ In 1867 he moved to Cheyenne to establish the "Bank of Rogers and Company."¹⁴

Within a month after the completion of the townsite survey, a City Charter was formulated and adopted, but it

11. U. S. Serial 5658, p. 19. Dodge—**How We Built The Union Pacific.**

12. U. S. Serial 1319 (1868). 40 Cong. 2 sess. S. Mis. Doc. 31, p. 3.

13. **Colorado Leader**, July 6, 1867, p. 4.

Rogers was Vice President of the First National Bank of Denver in August 1865. See advertisement on the first page of the **Rocky Mountain News** of August 26, 1865. The officers of this bank in March 1866 were: J. B. Chaffee, President; H. J. Rogers, Vice President; Geo. T. Clark, Cashier. See **Rocky Mountain News**, Mar. 10, 1866, p. 3, C. 5 and 6.

14. **Cheyenne Leader**, October 1, 1867, p. 1.

had no authority of state or government law to support it.¹⁵

On August 10, 1867, an election was held at which 350 votes were cast for city officials.¹⁶ This was within thirty days of the time General Dodge completed his survey of the city lots. On October 8, 1867, an election was held for County Officials and a Territorial Delegate. One thousand nine hundred twenty-four votes were cast.¹⁷

In the meantime the Union Pacific was advancing rapidly. The construction crews arrived at Cheyenne on November 13, 1867.¹⁸ By this time Cheyenne had set up a Provisional Government with city officials and law enforcement officers. It also had two newspapers. The Union Pacific construction work ceased for the season at Cheyenne. That winter the city had a serious unemployment and housing situation. The congestion was acute. People were living in tents, dugouts and covered wagons. The Episcopal minister, when he came to Cheyenne in December, 1867, had to bunk with six other men in a room in the back of the bank. He had no desk or table to use in writing his sermons, and he had to board in a saloon.¹⁹

W. W. Corlett, when he came to Cheyenne from Denver in August, 1867, had to sleep under a wagon for two or three months. He walked nearly all the way from Denver to Cheyenne.²⁰ The estimated Cheyenne population during the winter of 1867-1868 ranged from 4,000 to 10,000. General Dodge estimated that Cheyenne had nearly 10,000 people at that time.²¹ However, this probably included Camp Carlin and Fort D. A. Russell, since other estimates gave a lower total.

In the spring of 1868, a large share of this population joined the construction crews and followed the western progress of the railway. A substantial number of people remained to prosper. Daily two-way stage service was soon established between Cheyenne and Denver.²²

The stage service expanded rapidly. At times there were as many as six stages daily both ways between Cheyenne

15. **Federal Works Agency—Wyoming—American Guide Series.**
p. 185.

16. **Turner's Rocky Mountain Guide**, p. 223.

17. **Annals of Wyoming**, v. 12, p. 327.

18. **Annals of Wyoming**, v. 12, p. 243.

19. **Diary and Letters of the Reverend Joseph W. Cook**, pp. 8, 9, and 11.

20. **Annals of Wyoming**, v. 12, p. 241.

21. **U. S. Serial 5658**, p. 42. **Dodge—How We Built The Union Pacific.**

22. **Annals of Wyoming**, v. 5, p. 117-118.

and Denver. Fort D. A. Russell and Camp Carlin were at Cheyenne's door yard. Camp Carlin at times had a large civilian population.

Although many people left the town in the spring of 1868, to follow the railway construction crews, Cheyenne cast 2,445 votes at the first legal election under the Dakota Laws in September, 1868.²³

In this period Cheyenne was in an especially favorable business location with respect to Colorado trade. Denver, Golden, La Porte, Boulder, and the several mining towns along Clear Creek and adjacent areas were without railway facilities. The Colorado mining industry was active and prosperous. Agriculture was beginning to develop. In 1870, Colorado had a population of 39,864.²⁴ Supplies, equipment, clothing and the greater part of their food were secured from the nearest railroad which was the Union Pacific, and the trade centered largely in Cheyenne. Freighters crowded into the city. This trade, it will be noted, came from the south. It began immediately after the arrival of the Union Pacific construction crews in Cheyenne. The **Cheyenne Leader** in its issue of November 23, 1867, tells of the arrival of long trains of freighters from the west and south. Cheyenne was the supply point for northern Colorado.²⁵ It was this trade which was the source of the greatest volume of Cheyenne business. The conditions that brought such a large accession to the Cheyenne population and volume of business had an adverse effect on Denver. At this time Cheyenne was a town than Denver. The depression in Denver found expression in the published list of the 1868 delinquent tax. This covered almost a full page in small type. It was an imposing list for a town of probably less than 4,000 people.²⁶

Numerous references to this situation will be found in the writings of that time. On page 2 of the September 24, 1867 issue of the **Cheyenne Leader**, under a column "Colorado Items," N. A. Baker refers to the "total business asphyxia in our neighboring burg"—referring to Denver.

In 1869-1870 the second railway was constructed into Colorado. This was the Denver Pacific Railway which extended from Cheyenne to Denver. The first train arrived at Denver on June 24, 1870. At the same time the Kansas Pacific Railway was under construction from Kansas City.

23. **Annals of Wyoming**, v. 13, p. 76.

24. **1870 Compendium of U. S. Census**, p. 106.

25. **1874 Wyoming Bureau of Immigration**, p. 34.

26. **Rocky Mountain News**, March 3, 1869, p. 3.

This road was completed to Jersey Junction north of Denver on August 15, 1870.

In the same period the Colorado Central Railway was under construction from the rival city of Golden to a place three miles north of Denver where it connected with the western end of the Kansas Pacific at a station named Jersey Junction. Trains were placed in operation between this station and Golden on September 24, 1870. At this time Denver and Golden were bitter rivals. The Colorado Central Railway was promoted by W. A. H. Loveland and associates of Golden, one of whom was H. M. Teller, who later became Governor and U. S. Senator from Colorado. The plan of Loveland and associates was to connect the Colorado Central with the Kansas Pacific at Jersey Junction north of Denver. The trains were to run direct to Golden from Kansas City and in this way by-pass Denver to the advantage of Golden. That road had a large volume of traffic to exchange with the Kansas Pacific because the Colorado Central had access to the mining ore tonnage. The Colorado Central was extended west of Golden to connect with several mining towns. These mines were producing a large volume of ore, and the traffic was a profitable source of railway income.

The completion of these roads was followed by a period of contest for control. Space limitations will not permit going into the details of this contest. In time the Kansas Pacific secured control of the Denver Pacific. This gave

Kansas Pacific access to the Denver business district via the Denver Pacific tracks. It also deprived the Union Pacific of its Colorado traffic. The plan of Loveland, after this, was to extend the Colorado Central from Golden to a connecting point with the Union Pacific at Pine Bluffs, Wyoming or Julesburg, Colorado. Surveys were made and the track was extended to about two miles north of Longmont, Colorado where construction was stopped by the financial stringency of 1873. If this plan had succeeded, the Union Pacific main line traffic would have been diverted to Golden instead of Denver.

To obtain its share of the Colorado freight traffic, the Union Pacific secured control of the Colorado Central and extended the latter road from Longmont, Colorado to Hazard Station, later known as Colorado Junction, on the main line of the Union Pacific about six miles west of Cheyenne.

This gave the Union Pacific the Colorado Central freight traffic and also gave it an outlet to other rail lines at Denver which were competitors of the Kansas Pacific. It was the plan of the Golden group to extend the Colorado Central to the south of Golden and connect with the Denver and Rio

Grande Railway south of Denver. Although grading was completed for a part of the line, this extension was never finished. The first train from the south over the new extended Colorado Central line arrived at Cheyenne on November 7, 1877. This brought the Colorado rail war right into the heart of Cheyenne, but it also brought business to the town.

In the cutthroat rail rate war that followed, the railway passenger fare from Cheyenne to Denver was reduced to ten cents. That statement sounds incredible, but the authority is a government publication, in which the following statement is found:

"The road from Denver to Colorado Junction was built by Mr. Gould as an opposition line to the Denver Pacific, and as he at one time ran the fare from Denver to Cheyenne down to ten cents, it became an absolute necessity to purchase it."²⁷

The reduction in rates was not confined to the passenger fares. Freight rates were slashed. In 1878, the freight rates from Cheyenne to Omaha (competitive points) were but one-fourth of the freight rates from Sidney, Nebraska to Omaha, Nebraska, which were non-competitive points. Note the following statement:

"Arguments may be urged in extenuation of this practice where the competition is severe but temporary. There may be reasons against the complete disarrangement of a system of reasonable local rates merely because an unreasonably low rate to a single point is expedient for the moment. This happened on the Union Pacific during last summer when a violent competition over the Colorado business temporarily forced rates from Omaha to Cheyenne to a quarter part of the local rate then made from Omaha to Sidney, 100 miles east of Cheyenne."²⁸

Another illustration of the cut-rate freight charges during this period is found in the report of the U. S. Pacific Railway Commission in which the following information is given:

"Shortly after the Union Pacific Railway Company acquired control of the Denver and South Park line to Leadville, it became involved in a contest with the Denver and Rio Grande Company and hauled coke from the Missouri River to Denver for \$1 a ton and from Denver to Leadville for nothing."²⁹

At the time that this coke rate was in effect, the average freight car had a capacity of about 20 tons, or 40,000 pounds. This rate means that a car of coke could be sent from Missouri River points to Leadville, Colorado (about 700 miles) for \$20.00.

It was the contention of the directors of the Denver Pacific Railway that the Union Pacific Railway, by its

27. U. S. Serial 2703, S. R. 293—51 Cong. 1 sess. p. 4.

28. U. S. Serial 2336, 47 Cong. 1 S. Ex. Doc. 69, p. 144.

29. U. S. Serial 2505, 50 Cong. 1 sess. S. Ex. Doc. 51, p. 187.
(First series of pages).

freight rates, discriminated against freight received from that road and the Kansas Pacific Railway. As proof of this contention it is shown that the Union Pacific car lot freight rates from Omaha to Ogden (1032 miles) and from Cheyenne to Ogden (516 miles) were as follows:

**UNION PACIFIC RAILWAY
CAR LOT FREIGHT RATES**

Articles	Omaha To Ogden	Cheyenne To Ogden	Excess Cheyenne To Ogden
Beef (Mess)	\$245.00	\$326.00	\$81.00
Furniture	\$219.50	\$220.00	\$.50
Lard	\$245.00	\$326.00	\$81.00
Live Stock	\$168.50	\$240.00	\$71.50

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The complaint of the Kansas Pacific and the Denver Pacific included a long list of other produce having higher freight rates from Cheyenne to Ogden than from Omaha to Ogden. To enable a Kansas City shipper to compete with an Omaha shipper in the Utah and western Montana markets, the Kansas Pacific and Denver Pacific would have to furnish free freight on shipments from Kansas City to Cheyenne and in addition give a bonus to the shipper of \$81.00 per car on an item such as lard or \$71.50 on live stock. The Kansas Pacific and Denver Pacific could not meet such drastic competition. This condition in the Colorado-Wyoming freight rate war could not continue indefinitely. It could not be avoided because the western terminal of the Kansas Pacific and the Denver Pacific was at Cheyenne on the Union Pacific. The final result was that the three roads were merged on January 24, 1880 and a new consolidated company came into being.³¹ In this way competition was eliminated and the rate wars ended.

The new company had two rail lines between Cheyenne and Denver—The Colorado Central line and the former

30. Report in the Western History Department of the Denver City Library, v. 17.

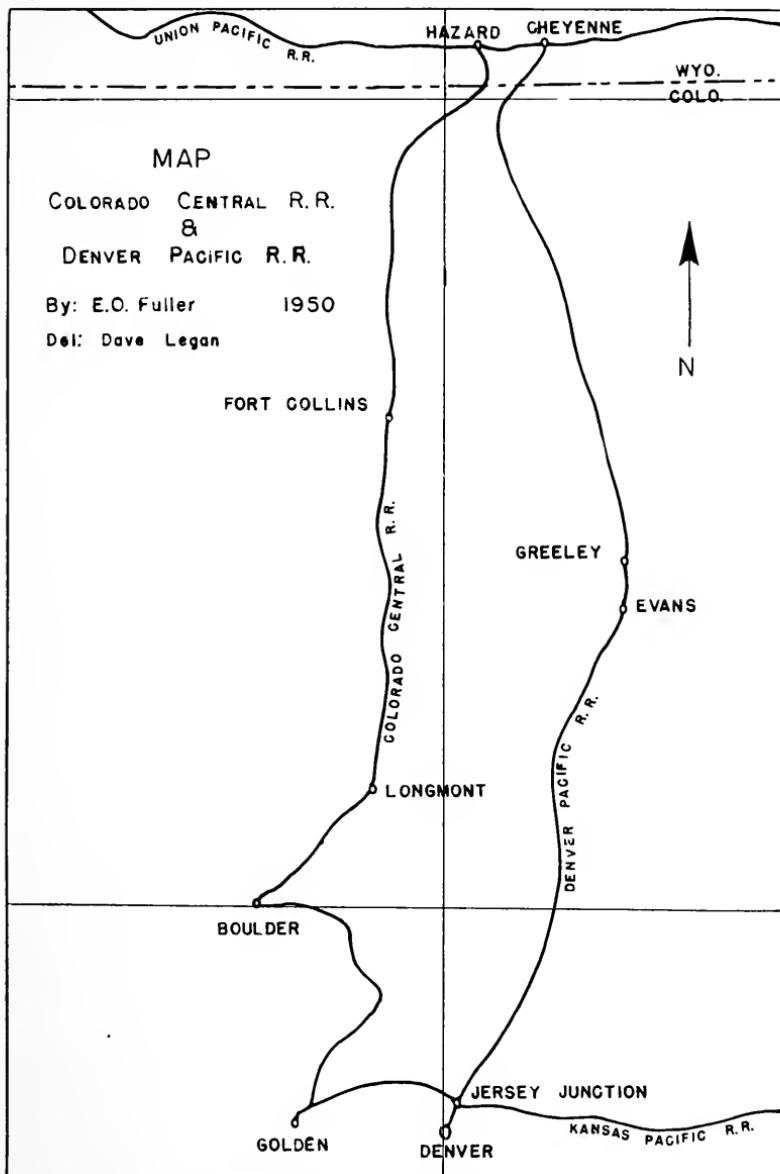
This information was secured from a printed report of 39 pages, dated Nov. 29, 1873. It was submitted to committees of the Senate and House by the Kansas Pacific and Denver Pacific Railways under the caption of "Unjust Discrimination" as a protest against the Union Pacific freight rates.

31. U. S. Serial 2336, 47 Cong. 1 sess. S. Ex. Doc. 69, pp. 161, 162 gives an account of this merger. All three of the old companies ceased to exist. The name of the old Union Pacific Company was "The Union Pacific Railroad Company." All three companies were merged into the new company under the name of "Union Pacific Railway Company."

Denver Pacific. On the next page will be found a map showing the two lines. Notice the irregular line of the Colorado Central. From Golden the line extended northeast to tap the coal mines in that direction—then turned northwest to secure the Boulder traffic, then northeast to Longmont which was in the direction of Julesburg and Pine Bluffs. A passenger from Denver to Cheyenne would first travel north of Denver to Jersey Junction—from the latter place he would turn almost at right angles and travel west to Golden. He would then proceed northeast to the coal fields—then northwest to Boulder, then northeast to Longmont from which place he would travel almost in a direct line to Hazard on the main line of the Union Pacific Railway, and then east to his Cheyenne destination. Such a devious and irregular course of travel is amusing to say the least. When the Union Pacific took over, the road was extended almost in a direct line north to Hazard. Over this route the distance from Cheyenne to Denver was 130 miles as contrasted to 106 miles over the Denver Pacific.

In the last pages we have briefly followed the early railroad history of Colorado. These trails, at first, take us away from Cheyenne, but eventually they lead us back to the same place.

The completion of the three railroads to Denver and vicinity had an immediate adverse effect on Cheyenne business. The Denver Pacific was completed to Evans, Colorado, fifty-eight miles south of Cheyenne and placed in operation in December, 1869. Construction work ceased for the winter at that time and place. Until the railroad was completed to Denver in June 1870, Evans became the supply place for the Colorado freighters. Cheyenne lost this business. In the meantime the population movement of 1867 from Denver to Cheyenne was reversed. Up to the year 1870, the Cheyenne out-of-town business came largely from the south. After 1870 Colorado had its own rail connections. It was not necessary to freight over the trails from the Union Pacific, and Denver was elated. In 1869 business and residential houses were erected in Denver in anticipation of the coming of the railways. Business began to pick up. There was a large influx of people to Denver. Streets were crowded. The Denver theater, which had been closed for want of patronage on August 17, 1867 was



2 Railway Lines—Cheyenne to Denver

reopened in February 1869 and filled to capacity.³² But while Denver was thronged, Cheyenne was drained. Cheyenne people moved to other places—many of them to Colorado—some of them to Evans. A Cheyenne newspaper commenting on this situation, stated that Evans was booming. Several Cheyenne firms had established branches at Evans, and others had moved there.³³ The amount of business lost to Cheyenne in this period is not known since there are no figures available as to the volume of freight movement by private conveyances. The freight traffic into Denver over the Denver Pacific was immense. Note the following figures:

FREIGHTS

"The Denver Pacific Railway was completed June 24, 1870. It carried as freight in the six months and six days, 72,000,000 pounds, of which probably one-seventh was sent out and the balance brought into the Territory."³⁴

The 1870 Census gave Denver a population of 4,759.³⁵ This means that the Denver Pacific in its first six months of service had a Denver business of more than seven tons for each person in that town. Some of this tonnage doubtless represents business that had been deferred awaiting the arrival of the railroads. However, the figures do give some idea of the business that Cheyenne lost.

The goods received consisted of groceries, provisions, hardware, clothing, dry goods, machinery, tools, and miscellaneous supplies. The volume of freight traffic from Cheyenne over the Denver Pacific was much greater than the traffic volume to and from the east over the Kansas Pacific. This road was completed to Denver on August 19, 1870. The volume of freight traffic received from and forwarded over this road during the remainder of the year 1870 was as follows:

KANSAS PACIFIC RAILWAY FREIGHT MOVEMENT

1870	Received	Forwarded
August	373,601	37,442
September	1,669,362	820,501
October	3,416,133	779,288
November	4,209,167	614,770
December	5,132,492	357,365
TOTAL POUNDS	14,800,755	2,609,366
		36

32. Dean G. Nichols, **Pioneer Theatres of Denver, Colorado**, unpublished doctor's dissertation, Univ. of Mich. p. 130. Dr. Nichols states further: "The building up of Cheyenne on the Union Pacific Railroad, and the halting of construction on the Kansas Pacific in western Kansas, in November, 1867, plunged Denver into a financial depression that nearly caused the whole city to be abandoned."

33. **The Morning Weekly Leader** (Cheyenne), Nov. 6, 1869, p. 1.

34. U. S. Serial 1442, 41 Cong. 3 sess. Mis. Doc. 40 (1871) p. 5.

35. 1870 Compendium U. S. Census, p. 133.

36. U. S. Serial 1442—41 Cong. 3 sess. Mis. Doc. 40 (1871), p. 5.

CHEYENNE 1870-1872

On the Skids

As a result of this loss of business, Cheyenne had a drastic depression from 1870 to 1872. Governor Warren, in his report to the Secretary of Interior in 1885, stated that Cheyenne had 5,000 people in 1867-1868 and later less than 1,000.

"In 1867 and 1868, while the Union Pacific Railroad was building near this city, it was a large place, of shanties and tents, with about 5,000 people and probably as 'rough' a burg, morally, as ever existed, but as the railroad passed westward the town decreased to less than 1,000 souls; it recovered moral tone and then commenced its permanent growth."³⁷

The Cheyenne vote of 2,445 in September 1868, as shown on page 11, declined to 860 in 1870.

"The total vote of Laramie County for Delegate to Congress in 1870 was 860; for the same in 1884 it was 3,919. The county had a population of 2,957 by the census of 1870, and now has a population of about 18,000; thus it will be seen that the vote of Laramie County has more than quadrupled during the past fifteen years; that its population during the same time has also increased some sixfold, and its valuation of material wealth has increased during the same period about eightfold."³⁸

The 1870 U. S. Census gave Cheyenne a population of 1,450, but this probably included Camp Carlin, since that place is not included under that name in the 1870 Census returns.³⁹

Some illustrations of the extent of the decline in the volume of the Cheyenne business in 1871 and 1872 may be gained from the following:

On May 17, 1871 Asa R. Converse (a partner of Senator Warren) wrote to the U. S. Comptroller of the Currency in behalf of a Cheyenne Bank in which he stated:

"I think they underestimate the value of the real estate and currency held as security. They are not of much value if forced to an immediate sale but if held a time and managed properly, I am satisfied they will be much more valuable, etc. (p. 26) and 'We are at present in a very bad condition.' "⁴⁰

Mrs. Harriet Durbin, who moved to Cheyenne on October 19, 1871, stated that Cheyenne was experiencing a depression at that time.⁴¹

The Rev. Henry Clay Waltz, who arrived at Cheyenne from the Colorado Methodist Conference on July 25, 1871, reported that he could purchase a house for himself and

37. U. S. Serial 2379, 49 Cong. 1 sess. H. Ex. Doc. 1, Pt. 5, p. 1166.

38. U. S. Serial 2379, 49 Cong. 1 sess. H. Ex. Doc. 1, Pt. 5, p. 1165.

39. 1870 Compendium U. S. Census, pp. 372, 373.

40. Gov. Warren Collection, The original is in the files of Archives, Univ. of Wyo. Library.

41. *Annals of Wyoming*, v. 1 & 2, p. 18.

family for \$350. The Cheyenne situation was so gloomy that he did not buy, but leased a house for \$8.00 per month. He continued to pay a rental of \$8.00 per month for the house in which he and his family resided during the time he acted as minister for his church at Cheyenne.⁴²

N. A. Baker, who came to Cheyenne from Denver to issue the first Cheyenne newspaper on September 19, 1867, returned to Denver in 1872, where he continued to reside until his death.⁴³ Cheyenne had but one National Bank in 1871, with deposits of \$55,000.00.⁴⁴

Another illustration of the Cheyenne depression in this period will be found in the unpublished notes of C. G. Coulant, in which the following information is given:

"xxx at the beginning of the year 1871, Cheyenne had apparently through various causes, come to a standstill xxx."⁴⁵

The loss of trade from Colorado was a severe blow to Cheyenne. It still retained the large volume of business that stemmed from Fort D. A. Russell, from Camp Carlin and from the Union Pacific Railroad and its employees. But the depression of 1870-1872, ended the second Chapter in the history of Cheyenne.

CHEYENNE 1873-1890

Looking Up

New factors of a favorable nature began to appear. Cheyenne began to look to the north. The view was not displeasing. In that direction there was a vast extent of unoccupied and undeveloped country.

Ranchers began to occupy this northern area. The country began to develop rapidly. Cattle trail herds coming from Texas accelerated the development. Ranches were established on Chugwater Creek, Horse Creek, the Sybille, Laramie River, Horseshoe and other creeks. In its issue of August 21, 1873, the **Cheyenne Leader** reported that the country north of Cheyenne was filling with ranchers.

"The country between Cheyenne and the North Platte River is filling up rapidly with settlers and stock. The past four years have demonstrated that this portion of Wyoming cannot be surpassed as a stock range. All of the choice ranch localities on Crow Creek, Chugwater, Horse, and Bear Creeks have been

42. **Diary of Rev. Henry Clay Waltz**, Archives, Univ. of Wyo. Library, p. 10.

43. **N. A. Baker Files**, Archives, Univ. of Wyo. Library, Hebard File.

44. **U. S. Serial 2738**, 51 Cong. 1 sess. Ex. Doc. 6, Pt. 2, p. 836.

45. **Annals of Wyoming**, v. 13, p. 225.

squatted on. Not less than 50,000 head of cattle have been added to the herds already here, this summer."⁴⁶

This development extended to the south bank of the North Platte River from which place it fanned out both up and down the river. The ranch trade came to Cheyenne.

The North Platte River acted as a barrier to stop the progress of the settlement in that direction because the land in Wyoming north of that river and east of the Big Horn Mountains was held by the Sioux and related Indians under the Treaty of April 29, 1868, Article XVI which reads as follows:

"Article XVI. The United States hereby agrees and stipulates that the country north of the North Platte River and east of the summits of the Big Horn Mountains shall be held and considered to be unceded Indian territory, and also stipulates and agrees that no white person or persons shall be permitted to settle upon or occupy any portion of the same; or without the consent of the Indians first had and obtained, to pass through the same; and it is further agreed by the United States that within ninety days after the conclusion of peace with all of the bands of the Sioux Nation, the military posts now established in the territory in this article named shall be abandoned, and that the road leading to them and by them to the settlements in the Territory of Montana shall be closed."⁴⁷

Up to about the end of 1874, our government and the Sioux Indians enforced this provision of the treaty. All the ranchers could do was **look to the north** from the south bank of the river. The entire state east of the Big Horn Mountains and north of the North Platte River, as well as the Black Hills and other territory in South Dakota, was held by the Indians under treaty rights, as quoted on the preceding page, to which our government was a party. However, rumors of gold in the Black Hills began to filter through. Miners began to run the barriers. Gold was discovered in the Black Hills in 1874 and 1875. The rush to the hills was on. U. S. soldiers were sent to the Black Hills under Generals Crook and Custer in an endeavor to enforce the above cited treaty provisions. The miners were collected by the soldiers and escorted from the Black Hills. After their release, however, they promptly returned to the "diggins in the hills." The 1875 published government report with reference to this situation states:

"The very measures now taken by the Government to prevent the influx of miners into the Black Hills, by means of the display of military force in that neighborhood, operate as the surest safeguard of the miners against the attacks of Indians. The army expels the miners, and while doing so, protects them from Indians. The miners return as soon as the military surveillance is withdrawn, and the same steps are taken again and again.

46. **Cheyenne Daily Leader**, August 21, 1873, p. 4.

47. 15 Stats. 635.

Some of the miners have brought suits against the military officers for false imprisonment, and much embarrassment to both the Army and the Interior Department is the result."⁴⁸

The Indians resented this invasion of their country and the violation of the provisions of the 1868 treaty. The result was the Indian War of 1876-1877. The Sioux, Cheyennes, and Arapahoes were arrayed against the settlers, the miners, the Shoshone Indians and the government. The first part of the war, in the summer of 1876, was favorable to the Indians. General Crook, an experienced and capable Indian fighter, coming up from the south on June 17, 1876 was defeated at the battle of Rosebud, Montana and compelled to retreat. He had a strong force of soldiers supported by a large contingent of Shoshone Indians under Chief Washakie.

On June 25, 1876, General Custer, unaware of the defeat at Rosebud, attacked the Indians. His entire command was annihilated at the battle of Little Big Horn. These two actions took place in the same general area and within a few days of each other.

The troops advancing from the north averted the fate of Custer by a narrow margin. After these events there was nothing for the U. S. troops to do but to return to their respective forts—reorganize and await reinforcements. The campaign was resumed in the fall and following winter of 1876-1877. The U. S. forces were finally victorious—the Cheyenne Indians deserted their allies, the Sioux and Arapahoes. Many of them joined the U. S. forces. The final result was that the Indians were driven from their hunting grounds in Wyoming and from the Black Hills in South Dakota. This opened a vast extent of territory trade to Cheyenne. Cheyenne was looking to the north.

The territory beyond the North Platte River was developed with marvelous rapidity. The Wyoming Territorial Legislature in 1875, some time before the Indians surrendered that territory, authorized the creation of Crook and Pease (now Johnson) Counties.⁴⁹ This was in the Wyoming area north of the North Platte River that the Indians were holding under the treaty of 1868. Johnson County, however, did not organize for business until 1881 and Crook County until 1885.

During this period of rapid settlement of the country north of Cheyenne and north of the North Platte River and in the Black Hills area, Cheyenne was not idle. The citizens

48. U. S. Serial 1680, 44 Cong. 1 sess. H. R. Ex. Doc. 1, Pt. 5, pp. VI and VII.

49. *Wyoming Compiled Laws of 1876*, Act of December 8, 1875, pp. 198-201.

of the town were alert to the opportunities. They had much to aid them in securing their share of the trade. Camp Carlin was the wholesale supply depot for some sixteen Forts and Indian Agencies, among which were the Red Cloud and Spotted Tail Indian Agencies located in what is now northwestern Nebraska, also Forts Laramie and Fetterman to the northeast and northwest of Cheyenne. There were some 50,044 Sioux and associated Indians to be supplied at the Spotted Tail and Red Cloud Agencies.⁵⁰ The government equipment and supplies to all these points were transported by wagon train from Camp Carlin. Some idea as to the volume of the Camp Carlin business may be gained from the account of Captain J. F. Jenkins which appears below:

CAMP CARLIN OR CHEYENNE DEPOT

"Camp Carlin had now become a great supply station. The first work I did was to receive goods for the Indians, consisting of flour, beans, rice, bacon, salt, pork, baking powder, calico for dresses, cloth for shirts, bales of blankets, tobacco and thread. I don't remember all, but one shipment consisted of 1,006,000 pounds. This was freighted to 'Red Cloud' and 'Spotted Tail' Agencies in northern Nebraska. Much of this was loaded on wagons belonging to A. H. Reel and Charles Hecht, each having teams consisting of 400 yoke of oxen. The teams had 12 to 14 yoke of oxen and drew three wagons, the front one upwards of 15,000 pounds, the second 9,000 pounds, the third with cooking utensils, tents and food for the trip. The tongues of the second and third wagons were cut off short and chained to the hind axle of the wagon in front.

"The camp contained a population of about 1,000 to 1,200 civilians, employees and superintendent and over 25,000 animals most of the time. I saw 1,000 mules unloaded one day, and 7,000 tons of hay. We supplied sixteen military posts and all field companies.

"I transferred to the commissary department from the Indian department on October 17, 1876. Everything was rushing on account of the Indians who were getting out to go on the war path at every point in the territory of Wyoming and Idaho and the state of Montana. This required constant shipping of supplies to a great many military posts, where troops were stationed ready to move at an hour's notice. Besides the troops in the field I will name the forts that were shipped to at that time as many of them have been abandoned.

"Wyoming Territory—Fort D. A. Russell, Fort Sanders, Fort Bridger, Fort Washakie, Fort Fetterman, Fort Laramie, Fort McKenzie, Rock Creek Station, Fort Fred Steele.

"Nebraska—Fort Sidney, Fort Omaha, Fort Robinson.

"Utah—Fort Douglas.

"Idaho—Fort Hall.

J. F. JENKINS,
Captain of Commissary, U. S. A.
Spanish-American War."⁵¹

50. U. S. Serial 1680, 44 Cong. 1 sess. H. Ex. Doc. 1, Pt. 5, p. 592.
51. *Annals of Wyoming*, v. 5, pp. 24-25.

In addition to the above listed forts (14 in all) the Red Cloud and Spotted Tail Agencies were also supplied from Camp Carlin.

Freighting in such volume necessarily required roads and bridges. Congress made an appropriation of \$15,000 for a bridge across the North Platte River at Fort Laramie. This was completed in November, 1875.⁵² Numerous other bridges were completed by local public and private activities.

As the ranchers occupied the territory north of Cheyenne they followed the roads that the government freighters had used leading from Camp Carlin. This gave Cheyenne a head start over competing towns. After the Indians had been expelled from Northeastern Wyoming, freighters came to Cheyenne from the Powder River Country, from Northeastern Wyoming, from the Black Hills and from as far north in Montana as the Sun River area. The southern terminal of the main Black Hills Stage Line was established at Cheyenne.

The use of these roads in ever-increasing volume brought business to Cheyenne. At times there was agitation to have them improved.

The movement to have the Federal Government open a road from Cheyenne to Bozeman, Montana was especially active. The Wyoming U. S. Surveyor General in his official annual report for 1874, has this to say about the Cheyenne-Bozeman Road:

"WAGON-ROAD TO MONTANA"

"The scheme of a wagon-road from Cheyenne, on the Union Pacific Railroad, to Bozeman, Mont., is being much agitated, and will be strongly urged upon Congress during the coming winter. If some satisfactory arrangement with the Indians can be made to induce them to relinquish their claim to Northeastern Wyoming, and a wagon-road established which can be protected, it is believed that no enterprise can be inaugurated with so little outlay which will be productive of so much benefit to the eastern portion of our territory and to Montana. The road would pass through hundreds of miles of country that is inviting to settlement, but as yet almost unknown; and, aside from its great advantages of through freight and travel, it would be of almost incalculable local benefit. It is to be hoped that Congress will see fit to permit this enterprise to be carried out, and

52. *Cheyenne Leader*, Nov. 17, 1875, p. 4.

to remove the obstacles presented by Indian claims to a tract of country of which they made but little use."⁵³

The ranch business in Cheyenne's trade territory began in a small way in 1870. In an official government document issued in 1871, the following information is given:

"I have more than once insisted that the belt of country on the Laramie Plains, and just east of the Rocky Mountains, and a portion of the Humboldt Valley adjacent to the Pacific road embraced some of the finest grazing lands on the continent, and had heard a great deal recently about the large herds which have been driven from Texas and the Indian Nation during the past year, to be fattened on the nutritious grasses of the Platte River and Laramie Plains, preparatory to shipment over the railroad to the markets of the East. I knew that the business had become a large one, but had no idea of the extent to which it has attained—a business, be it remembered, which is but just commenced, as two years ago there was not a hoof in the whole country, except draught-cattle belonging to trains, and a few ranchero's cows, where to-day there are not less than 140,000 head of cattle, 5,000 horses, and over 75,000 sheep, on the Union Pacific west of Fort Kearney."⁵⁴

From that time on, the cattle business developed—gradually at first but in mounting volume with the passing of time. This is shown in the table following:

53. U. S. Serial 1639, 43 Cong. 3 sess. H. Ex. Doc. 1, Pt. 5, pp. 259-260.

Other discussions of the Montana road situation will be found in the following:

1. **Cheyenne Leader**, editorial Jan. 7, 1874, p. 2.

2. **Cheyenne Leader**, Oct. 30, 1877, p. 4. General Crook recommends the construction of the Cheyenne-Bozeman Road.

3. Gov. Thayer, **Report of November 2, 1875 to the Fourth Territorial Legislature**. Gov. Thayer recommends that a memorial be sent to Congress regarding the Montana Road.

4. **Laws of Montana**, 1877, sess. 10, p. 435. In 1877 the Montana Legislature sent a memorial to Congress urging the opening of the road from Bozeman to Cheyenne.

54. U. S. Serial 1505, 42 Cong. 2 sess. H. Ex. Doc. 1, Pt. 5, pp. 295-296.

**STATEMENT
NUMBER OF CATTLE
ASSESSORS RETURNS**

Years	Laramie County No. of Cattle	Johnson County No. of Cattle	Crook County No. of Cattle
1870	941	.....	.....
1871	5,361	.....	.....
1872	8,558	.....	.....
1873	11,375	.....	.....
1874	28,659	.....	.....
1875	34,988	.....	.....
1876	45,525	.....	.....
1877	58,101	.....	.....
1878	77,374	.....	.....
1879	97,641	.....	.....
1880	113,466	.....	.....
1881	141,630	67,351	.....
1882	190,963	88,778	.....
1883	244,486	138,639	.....
1884	283,194	160,481	.....
1885	277,072	174,172	115,942
1886	233,539	157,931	155,518
1887	227,792	141,286	85,136
1888	183,437	91,740	82,550

55

Note that the number of cattle in Laramie County increased from 941 in 1870 to 183,437 in 1888. Neither Johnson County nor Crook County was organized in 1870 but by 1888 there were 91,740 and 82,550 head of cattle respectively on the assessors rolls in these counties.

These counties were all within the Cheyenne trade territory. The total number of cattle in the three counties was 941 head in 1870 as contrasted with 357,727 head in 1888, a gain of 380% in nineteen years. The total assessed value of all property in the three counties increased from \$1,786,465 in 1870 to \$14,674,567 in 1888.

From 1870 to 1885 the profits of the Wyoming livestock industry received an immense amount of publicity both from official and unofficial sources. An example of this will be found in a statement by Edward Creighton, who was the President of the First National Bank of Omaha, Nebraska, in the following effect:

"Omaha, Nebraska

"Dear Sir: I cheerfully give you for publication the result of my experience in grazing in the country west of the Missouri river.

"My first grazing in that country was in the winter of 1859. Since then, for eleven winters. I have grazed more or less stock, including horses, sheep and cattle in Colorado, Wyoming,

55. U. S. Serial 2738 (1889) 51 Cong. 1 sess. H. Ex. Doc. 6, Pt. 2, pp. 834-835. See also U. S. Serials 2468 and 2726.

Utah and Montana. The first seven winters I grazed work oxen mostly. Large work cattle winter on the grasses in the valleys and on the plains exceedingly well, and are in good condition for summer work by the first of May. The last four winters I have been raising stock and have had large herds of cows and calves. The present winter I have wintered about eight thousand head. They have done exceedingly well. We have lost very few through the whole winter, and those lost were very thin when winter commenced.

"We have no shelter but the bluffs and hills, and no feed but the wild grasses of the country. We have had three thousand sheep the past winter, and they are in the best of order. Many are being sold daily for mutton. Like the cattle they require no feed nor shelter. The high, rolling character of the country, and the dry climate and the short, sweet grasses of the numerous hillsides, are extremely favorable to sheep raising and wool growing. I have been interested in stock raising in the States for a number of years, where we had tame grass pastures and tame grass hay and fenced fields and good shelter for the stock, and good American and blooded cattle, and an experienced stock raiser to attend to them, and after a full trial I have found that with the disadvantage of the vastly inferior Texas cattle, and no hay, nor grain, nor shelter, nothing but the wild grass, there is three times the profit in grazing on the plains; and I have, as a consequence, determined to transfer my interest in stock raising in the States to the plains.

"There is no prospective limit to the pasturage west of the Missouri river.

"All the wool, mutton, beef and horses that the commerce and population of our great country will require a hundred years hence, when the population is as dense as that of Europe, can be produced in this country, and at half the present prices.

Truly Yours,

EDWARD CREIGHTON,
President First National Bank of Omaha."⁵⁶

The effect on Cheyenne of the growth in the livestock industry plus the Black Hills trade is shown in the Government publications of that time, from which the following information was secured:

ABSTRACT AND SOURCE OF INFORMATION

Year

Rapid Growth of Cheyenne

- 1875 "Cheyenne has gained in population and new buildings this year very remarkably. This is owing in part to the large influx of people and the material increase of bus-

56. Jeffrey, J. K., **The Territory of Wyoming, Its History, Soil, Climate, Resources, etc.** published by authority of the Territorial Board of Immigration, 1874. Archives, University of Wyoming Library, Pam. 331, pp. 14-15. As an introduction to Mr. Creighton's letter, the author states: "The following letter from one of the heaviest stock growers in the West, furnishes another proof of the advantages, coming as it does from a man of extensive experience and unquestionable reliability. He has given proof of his confidence in the country, as he has thousands of cattle, horses, and sheep in Wyoming. The letter was addressed to Dr. H. Latham, formerly Surveyor General of the Territory, and one who did much to make the advantages of the Rocky Mountain region known to the world."

iness caused by the Black Hills gold excitement. The rapid increase in the number of stock ranches, and the large importation of cattle and sheep from Texas and New Mexico this year, also aid largely in the present prosperity of Cheyenne, which is far beyond anything witnessed here for the last five years.

There have been erected during the year just closed—

Two brick hotels, each 3 stories;
Three frame hotels;
Ten brick stores;
Seventeen brick dwelling-houses;
One city hall, brick;
Ninety-two frame dwellings."⁵⁷

Towns

- 1876 "Cheyenne, at the junction of the Denver and Pacific with the Union Pacific Railroad, and watered by Crow Creek, a tributary of the South Platte, contains about 3,000 inhabitants, and its present rapid increase in wealth and extent is partly attributable to the extensive immigration to the Black Hills and other mining regions, making this their chosen point for purchasing supplies. Many large buildings of a permanent and architectural appearance have been erected during the year, and commercial pursuits are active and remunerative. The cattle trade from the surrounding plains, and the shipment of wool to the East, are increasing each year, as the herds and flocks multiply."⁵⁸
- 1883 "LARAMIE COUNTY—Cheyenne, the capital of the territory, has a population that is estimated as between 5,000 and 6,000. The stockmen of the Territory make it their headquarters, and many of them have built handsome residences in the city. It is also the business center of Wyoming, a large wholesale trade being conducted with the range country. It is the terminus of the two main divisions of the Union Pacific Railroad and the junction of the Union Pacific and Denver Pacific Railroads. Cheyenne has a handsome opera house, substantial school and county buildings, good hotels, compactly built business streets, and a thorough system of water supply. The city is lighted with the electric light, both of the arc and incandescent systems. It has a telephone exchange well patronized, and two morning daily papers, each issuing a weekly edition. In the two years just past, improvements have been made in Cheyenne that are estimated to have cost a million of dollars."⁵⁹
- 1885 "In 1867 and 1868, while the Union Pacific Railroad was building near this city, it was a large place, of shanties and tents, with about 5,000 people, and probably as 'rough' a burg, morally, as ever existed, but as the railroad passed westward the town decreased to less than 1,000 souls; it recovered moral tone and then commenced

57. U. S. Serial 1680, Silas Reed, U. S. Surveyor General Report to Secretary of Interior, 44 Cong. 1 sess. H. Ex. Doc. 1, Pt. 5, p. 363.

58. U. S. Serial 1749, Edw. C. David, U. S. Surveyor General Report to Secretary of Interior, 44 Cong. 2 sess. H. Ex. Doc. 1, Pt. 5, p. 220.

59. U. S. Serial 2191, Gov. Hale's Report to the Secretary of the Interior, 48 Cong. 1 sess. H. Ex. Doc. 1, Pt. 5, p. 567.

its permanent growth. The growth of this city during the past three years has been truly phenomenal. The valuation for the assessment of the city is over \$3,000,000, being a small percent of actual value.

"The city has three daily and four weekly newspapers, a large opera house, plenty of good hotels, five banks, several real-estate and loan offices, a telephone exchange of two hundred subscribers, three telegraph offices with over a dozen operatives, and, in fact, nearly every business convenience usually found in the Eastern metropolitan cities. Besides the 'Magic City,' as Cheyenne is sometimes called, Laramie County has many towns, but want of space forbids their mention.

"The mercantile agencies of Bradstreet and Dunn in their carefully prepared, conservative statements of actual worth, or net cash capital invested by Wyoming's business men, show that the business interests are very strong. In Cheyenne, the capital city, with about 9,000 inhabitants, these reports show some fifty business men and firms, who are rated at \$100,000.00 and upward, some above \$1,000,000.00 and this exclusive of banks (five in number, with an aggregate capital of over \$1,000,000) and business corporations. Of the latter, Cheyenne has about twenty that are rated from \$150,000 to \$3,000,000 each, net cash capital."⁶⁰

1886 "County-seat, Cheyenne (also capital of the Territory); population in 1880, 3,456; in 1886, estimated between 9,000 and 10,000; located on the main line of the Union Pacific Railway, 516 miles west of Omaha; also junction of the Denver Pacific, Colorado Central, and the Cheyenne and Northern Railways. Cheyenne is the commercial center of the Territory, and headquarters of the great cattle ranges of the West. Owing to the rapid advancement of the city after the first settlement in 1867, it gained the title of Magic City, and has always been noted for the wealth and enterprise of its citizens. It is said to be the richest city of its size and population in the United States."⁶¹

1889 "This report is a history of Wyoming. The period covered is to July 1, 1889. It discloses that Cheyenne is the Commercial Center of the Wyoming Territory, that it has many public and private buildings; that it has made notable progress in 1887 and 1888; that it has five railroads; and gives a list of the business enterprises in Cheyenne which include six blacksmith shops and ten hotels."⁶²

Cheyenne's ten hotels and six blacksmith shops of this period are indicative of a large transient traffic both on the railroad and the wagon roads.

The history and progress of Cheyenne from 1875 to 1889 inclusive is set out in the official government publications

60. U. S. Serial 2379, Report of Governor Warren to the Secretary of Interior, 49 Cong. 1 sess. H. Ex. Doc. 1, Pt. 5, pp. 1166, 1178.

61. U. S. Serial 2468, Report of Governor Warren to the Secretary of Interior, 49 Cong. 2 sess. H. Ex. Doc. 1, Pt. 5, p. 1036.

62. U. S. Serial 2738, Report issued by the U. S. Treasury Department on the "Internal Commerce of the United States." 51 Cong. 1 sess. H. Ex. Doc. 6, Pt. 2, pp. 839 to 843.

as outlined above. The Cheyenne newspapers discussed these facts in detail. Prosperity was the keynote. One illustration of this is found in the following news item:

"The Mapleson opera company has arrived in New York city after their trans-continental tour. In an interview with the representative of the New York Herald the genial Colonel indulges in the following:

"In my opinion—and Mme. Patti and Mme. Gerster agree with me—one of the most delightful places on the road is Cheyenne. We stopped there on the trip out. --- In the evening we gave a performance at which we took in \$8,000. The house was crowded with people who paid \$10 each for their seats without a murmur, and here you grumble if you have to pay \$3. Oh, Cheyenne is a great city." '63

Clouds to the North

From 1873 to 1883, Cheyenne had a period of sunshine with hardly a cloud in the sky. There was some alarm in 1877 brought about by a bill which was introduced in Congress to create a Black Hills state which was to include northeastern Wyoming and southwestern Dakota. That bill did not pass, much to the relief of Cheyenne. In 1883, however, another cloud appeared in the North. The Northern Pacific Railroad was constructed across southern Montana. This took away from Cheyenne not only the Montana trade, but also a part of the trade from northern Wyoming. Then again in 1885, the Fremont, Elkhorn and Missouri Valley Railroad (now a part of the Chicago and Northwestern Railway System) was constructed to Chadron, in northwestern Nebraska. In the spring of 1886, this road started its construction crews to the west and north of Chadron. From Dakota Junction (5 miles west of Chadron) the line was extended north into the Black Hills. The construction crews arrived at Rapid City, Dakota, on July 5, 1886. In the meantime, interests connected with the Fremont, Elkhorn and Missouri Valley Railroad, organized the Wyoming Central Railway. This company constructed its road from Douglas to the Wyoming-Nebraska state line where it joined the Fremont, Elkhorn and Missouri Valley Railway to make a through route from central Wyoming to eastern trade centers. This added to the clouds over the Cheyenne skies. The Black Hills trade was lost beyond recovery. The Central Wyoming trade was in jeopardy. Cheyenne well remembered the terrific loss due to the extensions of the railroads into the Colorado trade territory. Cheyenne had to bestir itself . . . and it did.

63. The Cheyenne Daily Sun, April 12, 1884, p. 3.

Cheyenne and Northern

Early in 1886, the growing menace to the north was given serious consideration by the citizens of Cheyenne. The conclusion was that a railroad into northern Wyoming would salvage much of the trade that Cheyenne was about to lose. Articles of Incorporation for the Cheyenne and Northern Railway Company were drawn up on March 1, 1886, the object of which was to construct, operate, and own a railroad commencing at the City of Cheyenne. There were six incorporators—viz.: Henry G. Hay, Thos. Sturgis, Francis E. Warren, Erasmus Nagle, William W. Corlett, and Philip Dater. These men had decidedly ambitious plans for their railroad which, according to Section 2 of the Articles of Incorporation, was to extend north to the "southern boundary line of British America."

Nine trustees for the first year were named which included the six incorporators named above, and in addition, Morton E. Post, William C. Irvine and Joseph M. Carey. A copy of the Articles of Incorporation are attached hereto marked Appendix A.

The railway company was now set up and ready to go. On March 7, 1886, an election was called for March 26, 1886, at which a county bond issue of \$400,000 was voted to aid in the construction of the road.⁶⁴

At first it was thought that Cheyenne would have to construct the road with its own resources. However, on May 5, 1886, an agreement was made between the Union Pacific Railway Company and the Cheyenne and Northern Railway Company whereby the Union Pacific subscribed for a majority of the Capital Stock of the Cheyenne and Northern. A copy of the agreement follows:

"WHEREAS, it was heretofore agreed between certain citizens of Cheyenne and the Union Pacific Railway Company, that in case said citizens would organize a local Railway corporation with the requisite power to build a Railway, northerly from Cheyenne, Wyoming Territory, and procure from the Legislative Assembly, lately in session, a subsidy not less than \$400,000 in Laramie County Bonds in aid thereof, and,

"WHEREAS, in pursuance of said agreement, said corporation has been formed under the name of the Cheyenne and Northern Railway Company and bonds to the amount of \$3200, par value, per mile have been authorized by said Legislative Assembly, and,

"WHEREAS, said Union Pacific Railway Company is about to cause a majority of the capital stock of said corporation to be subscribed in its interest and said corporation is about to enter upon the construction of said road.

"THEREFORE, this is to witness that said Union Pacific Railway Company hereby declares and agrees to and with the

64. *Cheyenne Leader*, March 6 and March 7, 1886, p. 3.

said Cheyenne and Northern Railway Company, that in respect to the business upon said Cheyenne and Northern Company's line and the country tributary thereto, it will not discriminate against the trade and business of said City of Cheyenne, and so far as it may lawfully and consistently do without impairing or destroying its own business will sustain and protect the same by such action as shall at the time be deemed necessary.

UNION PACIFIC RAILWAY COMPANY.

(Signed)

By, Charles F. Adams, Jr.

President.

CHEYENNE & NORTHERN RAILWAY CO.

(Signed)

By, Thos. Sturgis

President.

"I, Thos. B. Adams, Notary Public, do hereby certify that the above is a true and correct copy.

Thos. B. Adams,

Notary Public.

Cheyenne May 5th 1886."⁶⁵

Construction was soon under way. The first fifty miles of the line was completed and placed under operation December 30, 1886. For a time Uva was the northern terminal. The line was completed to Badger Station (near Wendover) on November 11, 1887.

Perhaps the best outline of the reasons for the construction of the Cheyenne and Northern will be found in the testimony of Francis E. Warren taken at Cheyenne on July 18, 1887. This evidence was taken by the U. S. Pacific Railway Commission under an Act of Congress approved March 3, 1887.

On page 2069, Mr. Warren's testimony follows:

"During the early part of the life of the territory and up to a few years ago we enjoyed the trade on the southern portion of the territory, along the line of the Union Pacific—the trade of about the entire territory. Notice these wagon roads coming down from through the Territory. During the last two years of railroad building other lines are approaching and are very rapidly absorbing the business of the southern part of the Territory, and particularly Cheyenne.

THE NORTH WESTERN RAILROAD

"We have on the Eastern side of the Territory, for instance, the North Western Railroad. It entered the Territory about 100 miles north of Cheyenne and passed along old Fort Fetterman, and from there along the north branch of the Platte and old Fort Casper (sic). They are taking freight from old Fort Fetterman, but are laying rails to Casper, and will be ready to ship cattle from there this year. They are taking a large portion of the business that way that formerly came to the road here, and which would come here now if the present Cheyenne Northern was extended and if other branches were built. Our interests, of course, are not specially with the Union Pacific. Our interests are with the city, and the city is located on the Union Pacific."

65. Wyoming Stockgrowers Collection, Archives, University of Wyoming Library.

On page 2070, he states:

"Q. Have you made all the statements you desire to make?

- A. I wish to say that business that has been enjoyed by the Union Pacific at Cheyenne, Laramie, and Rock Creek is already largely taken by these lines built north. Very nearly all the business could be brought to the Union Pacific, owing to the ownership being along the line, if branches could be thrown out from the Union Pacific connecting with it. What is true of Cheyenne and the towns connected with it is true of the towns along the road in Wyoming Territory."

On page 2076, he testifies:

WHERE ITS TRAFFIC GOES

"Q. Does the Northern Pacific reach the northern portion of the territory with branches?

- A. I think there are none that enter the Territory.

Q. How does the traffic that is there go?

- A. There is a little pocket in the north of Johnson County by which traffic comes down the river to Miles City, on the Northern Pacific, but only a small portion. The business of Buffalo is largely controlled by men living on the Union Pacific.

Q. Does it come down to the river, or is it hauled?

- A. It is now hauled to the Northwestern road, but would, more than nine-tenths of it, in my judgment, come over the Union Pacific if the Cheyenne Northern were extended across the Northwestern to reach it. The business connections there are all with Cheyenne. Buffalo was started by people from here. The interests of the business begin in Cheyenne and reach as far north as the northern part of the Territory; and it is the same with the towns on the Northern Pacific. The new towns have been started mainly by men who have gone from Buffalo and who wish to keep up connections with the Union Pacific.

THE CHEYENNE NORTHERN

"Q. How far does the Cheyenne Northern now extend?

- A. Freight is taken 75 miles, I believe.

Q. They are actually constructing it now, I believe?

- A. Yes.

Q. To reach these points you suggest would require how many miles more of construction?

- A. There should be 300 or 400 miles more constructed. But with 100 miles of construction the business could be very largely controlled at present. Understand that the branches could be (as a business proposition) extended from time to time as the business developed. At the present time, if the Cheyenne Northern were 100 miles farther north, with these cattle yards owned by people living on the Union Pacific, nearly all that business could pass through here on the way east.

Q. Where are your own personal interests?

- A. In Southern Wyoming and Northern Colorado.

Q. You have shipped exclusively over the Union Pacific then?

- A. Yes."⁶⁶

The Cheyenne and Northern Railway Company by successive mergers was included in the Colorado and Southern

66. U. S. Serial 2506, 50 Cong. 1 sess. S. Ex. Doc. 51, Pt. 4, pp. 2069, 2070, 2076.

Railway Company System on December 29, 1898.⁶⁷ This will be described later.

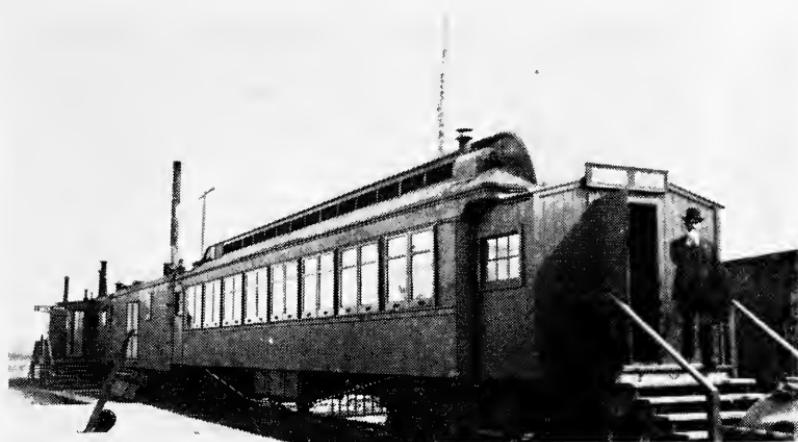
Orin Junction Terminal

After the Cheyenne and Northern was completed to Orin Junction, its trains ran to Douglas, Wyoming by using the Chicago and Northwestern Railway tracks from Orin Junction to Douglas. Later this practice was discontinued after which the Cheyenne and Northern trains left Cheyenne in the morning and returned to the same place in the evening. The passengers from Cheyenne would leave the Cheyenne and Northern trains at Orin Junction and take the next Chicago and Northwestern train going either east or west. In turn, the Chicago and Northwestern passengers would take the Cheyenne and Northern train for Cheyenne or other places to the south. The passengers while awaiting their train connections at Orin Junction could find at that place but little in the way of entertainment. There was a restaurant and hotel at Orin Junction, however, that the passengers patronized.

Early in 1908, the Chicago and Northwestern parked a railway dining car on the siding just east of the Orin Junction depot, where it remained permanently for a number of years. It had the customary railroad dining car personnel consisting of a steward and negro waiters. The dining car service was discontinued at Orin Junction in 1914. Travelers who patronized this dining car forty years ago are still talking of the excellent meals served there. Chicken dinners were seventy-five cents. The dining car was moved to Douglas in 1922, where it remained in service until July, 1926.⁶⁸

67. **Interstate Commerce Commission Valuation Reports**, v. 134, pp. 613, 703, 704, and 705.

68. The information regarding this dining car was kindly supplied by Mr. George W. Eastland, Editor of the **Northwestern Newsliner**, and Mr. F. V. Koval, Assistant to the President of the Chicago and Northwestern Railway System.



A view of dining car, the car that served as a lunch room and the connecting service car used at Orin Junction, Wyoming in 1908.

The Chicago and Northwestern in 1892 was featuring its railway dining car service. Note the following announcement that appeared in a time table of that date:

DINING CARS

"The Northwestern Dining Cars have achieved a national reputation for their excellent cuisine, elegant appointments, and superior service. They are run on trains between Chicago and Milwaukee, St. Paul, Minneapolis, Council Bluffs, Omaha, Denver, and Portland, and meals are served, from a menu unsurpassed by any first-class hotel, at the reasonable price of seventy-five cents each."

**TIME TABLE
CHADRON, NEB. TO CASPER, WYO.**

West	Miles	Station	East
7:20 A.M.	0	Chadron	6:00 P.M.
7:32 "	5	Ar. Dakota Junction	5:50 "
7:55 "	15	" Whitney	5:30 "
8:30 "	26	" Crawford	5:10 "
8:43 "	29	" Fort Robinson	4:55 "
9:25 "	45	" Andrews	4:24 "
9:58 "	54	" Harrison	4:05 "
9:58 "	54	Lv. Harrison	4:05 "
10:21 "	65	Ar. Van Tassell	3:40 "
10:46 "	76	" Node Ranch	3:20 "
11:10 "	85	" Lusk	3:05 "
11:30 "	94	" Manville	2:45 "
11:48 "	101	" Keeline	2:30 "
12:07 Noon	110	" Lost Springs	2:12 "
12:19 "	115	" Shawnee	1:58 "
12:33 "	122	" Fisher	1:44 "
12:45 "	126	" ORIN JUNCTION	1:15 "
1:28 P.M.	132	Irvine	1:00 "
1:58 "	140	" DOUGLAS	12:45 Noon
2:20 "	151	" Fetterman	12:19 "
2:27 "	154	" Inez	12:13 "
2:35 "	157	" Careyhurst	12:08 "
3:00 "	169	" GLENROCK	11:46 A.M.
3:17 "	178	" Big Muddy	11:28 "
3:37 "	189	" Strouds	11:07 "
3:45 "	193	" CASPER	11:00 "
MEALS.			

**A Time Table of June 27, 1909
The Northwestern Train Schedule**

This Northwestern train schedule, which was taken from a time table of June 27, 1909, discloses that both east and west bound Northwestern passengers were served with meals at Orin Junction.

In 1909 the running time of the train between Chadron and Casper—193 miles—was 8 hours and 25 minutes. An automobile at a moderate rate of speed can make this distance in about half this train time.

**TIME TABLE
CHADRON, NEBRASKA TO CASPER, WYOMING**

No. 5 Daily	Lv.	Station
Chadron		
7:00 A.M.		Chadron
8:40 "	Ar.	Crawford
9:00 "	"	Fort Robinson
11:47 "	"	Van Tassell, Neb.
1:05 P.M.	"	Lusk, Wyo.
2:00 "	"	Manville
2:20 "	"	Keeline
3:15 "	"	Fisher

3:57	"	"	Irvine
4:20	"	"	Douglas
5:17	"	"	Fetterman
7:15	"	"	Casper

A Time Table of January 1, 1892
The Northwestern Train Schedule

From September 29, 1898, to the present time the line from Cheyenne to Orin Junction has been operated by the Colorado and Southern Railway and by the Burlington.

In May, 1903, a mixed passenger and freight train would leave Cheyenne at 7:00 A. M. and arrive at Orin Junction at 2:10 P. M. The midday meal was served at Wheatland. On the return trip the train left Orin Junction at 2:40 P. M. and arrived at Cheyenne at 10:05 P. M. while there was a meal stop at Wheatland from 5:18 to 5:38 P. M.

TIME TABLE
CHEYENNE TO ORIN JUNCTION

North		Station	South
7:00 A.M.	Lv.	CHEYENNE	10:05 P.M.
7:05 "	"	Q. M. Depot	9:53 "
7:10 "	"	Fort Russell	9:50 "
7:35 "	"	Silver Crown	9:30 "
8:10 "	"	Islay	9:00 "
8:25 "	"	Horse Creek	8:40 "
	"	Horse Creek Spur	.....
8:45 "	"	Altus	8:25 "
9:03 "	"	Iron Mountain	8:00 "
9:06 "	"	Bradley's Spur	7:57 "
	"	Schultz Spur	.....
9:40 "	"	Diamond	7:15 "
10:15 "	"	Chug Water	6:45 "
10:50 "	"	Bordeaux	6:05 "
11:20 "	Ar.	Wheatland	5:38 "
11:40 "	Lv.	Wheatland	5:18 "
11:55 "	"	Uva	5:00 "
12:20 P.M.	"	Buckhorn	4:32 "
12:40 "	"	Hartville Junction	4:12 "
12:45 "	"	Badger	4:03 "
12:47 "	"	Wendover	4:00 "
	"	Cassa "
1:25 "	"	Glendo	3:15 "
1:50 "	"	Bona	2:55 "
2:10 "	"	Orin Junction	2:40 "

A Time Table of May 1903
The Colorado and Southern Train Schedule

After the mixed train was discontinued, Colorado and Southern regular passenger service was inaugurated. The train left Cheyenne at 7:10 A. M. and arrived at Orin Junction at 12:50 P. M. The return trip was made in the afternoon, leaving Orin Junction at 3:25 P. M. and arriving at Cheyenne at 9:25 P. M. This gave the train crew ample

time at Orin Junction to service the train and secure the noon meal at the dining car previously referred to. This is shown on the train schedule following, which is taken from a Colorado and Southern time table of May, 1908.

**TIME TABLE
CHEYENNE, ORIN JUNCTION, DOUGLAS, CASPER,
GUERNSEY AND SUNRISE**

North	Miles	Station	South
7:10 A.M. Lv.	0	CHEYENNE, Wyo. (C.&S.Ry.)	9:25 P.M.
7:20 "	4	Fort Russell	9:15 "
8:08 "	28	Islay	8:32 "
8:22 "	33	Horse Creek	8:12 "
8:50 "	48	Iron Mountain	7:45 "
9:20 "	60	Diamond	7:13 "
9:45 "	71	Chugwater	6:50 "
10:05 "	84	Lordeaux	6:20 "
10:35 "	98	Wheatland	5:55 "
	Ar.		5:35 "
10:50 "	Lv.	103 Uva	5:20 "
11:09 "	"	113 Buckhorn	5:03 "
11:25 "	"	119 Hartville Junction	4:50 "
11:33 "	"	121 Badger	4:42 "
11:35 "	"	122 Wendover	4:40 "
12:15 P.M. "	139	Glendo	4:00 "
12:50 "	Ar.	154 ORIN JUNCTION, Wyo.	3:26 "
1:32 P.M. Ar.	168	Douglas (C.&N.W.Ry)	2:47 P.M.
3:45 "	221	Casper	1:00 "
11:35 A.M. Lv.	0	HARTVILLE JN.(Colo.&Wy.Ry)	4:35 P.M.
	"	2 Mitchell	.....
12:09 P.M. Ar.	10	Guerney	3:51 "
12:40 " Lv.	13	Hartville	3:22 "
12:50 " Ar.	14	SUNRISE, Wyo.	3:15 "

**A Time Table of May 1908
The Colorado and Southern Train Schedule**

The population of the several towns served is given on this time table. It is interesting to note that the population of Casper at that time was 1,500, while Douglas had 2,000. Wendover is not listed as having any population, while Badger had 50 people. During the course of the construction of the Cheyenne and Northern Railroad north from Cheyenne in 1887, Badger was the northern terminal of the railway for a considerable period. The Cheyenne and Northern Railroad is now a part of the Colorado and Southern Railway System.

It will be noted that the train left Cheyenne at 7:10 A. M. and arrived at Orin Junction (154 miles) at 12:50 P. M., a running time of 5½ hours. The distance between these two places by the State highway is 124 miles. An automobile can travel between these two places in less than half of the time that the train required in 1908.

There was a railroad wye on the Colorado and Southern line south of the depot at Orin Junction. It was the practice to run the north bound train through this wye and back the train to the depot. The map on the following page shows the location of the wye, the depot, and the dining car. The Chicago and Northwestern trains were served from the north side of the depot, the Colorado and Southern trains from the south side.

TRANSPORTATION

Transportation has always been a vital element in the life of Cheyenne. The city owes its origin to the Union Pacific. After this road was constructed, the trails with roads and bridges brought the business to Cheyenne upon which its existence depended. However, freighting by ox teams was slow, cumbersome, and expensive. Cheyenne did everything it could to secure adequate railway lines, and it was successful. By 1889 there were five railways into the town as stated on page 27. It is interesting to note that the original names of all of these Cheyenne railways are no longer used. The present The Union Pacific Railroad is very similar in name to the original The Union Pacific Railroad Company. The following Cheyenne railways are no longer operating under their original names, viz.:

Denver, Pacific Railway and Telegraph Company.

Colorado Central Railroad Company.

Cheyenne and Northern Railway Company.

The Union Pacific, Denver and Gulf Railway Company.

The Colorado Railroad Company.

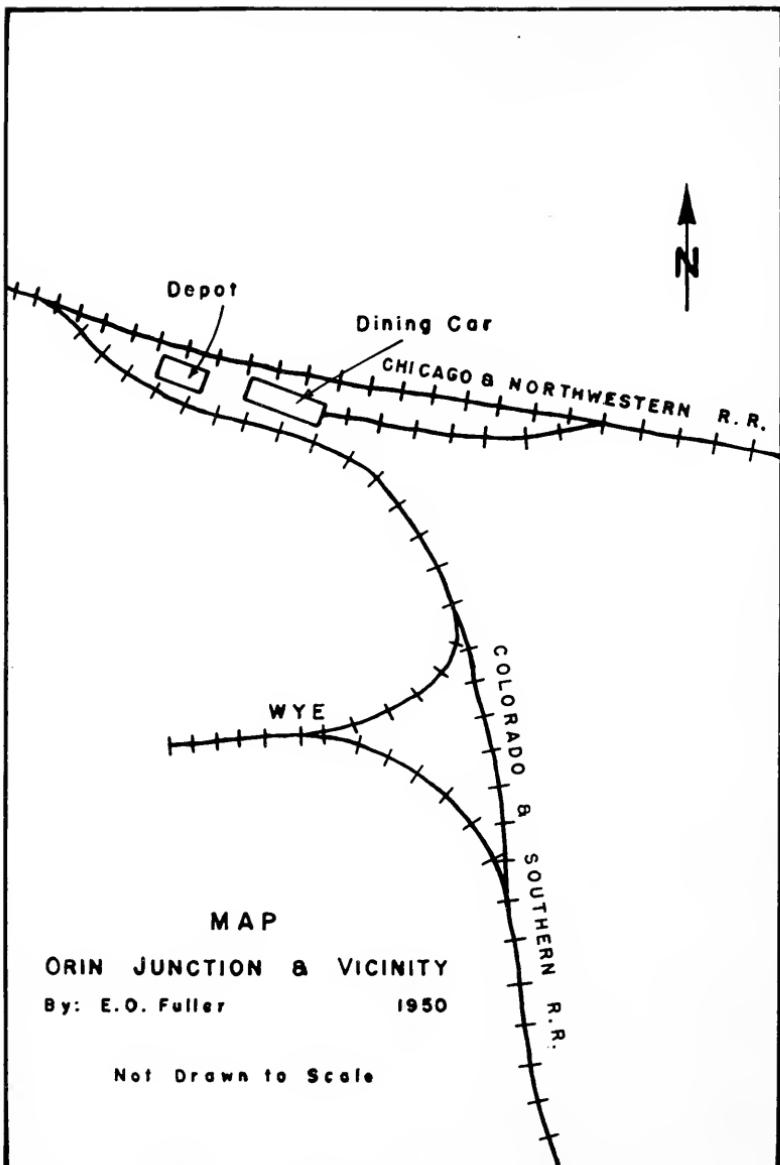
Cheyenne and Burlington Railroad Company.

All of these railways at one time were in active operation out of Cheyenne.

At one time the northern terminal of the Colorado Central was at Hazard, Wyoming, about six miles west of Cheyenne. Railway yards were established at this place and a number of people resided there. Later the name was changed to Colorado Junction. Both of these names have disappeared. The town is no longer there. At one time the people of Cheyenne feared that this station was to become a rival town.

The following information gives the freight rates paid by the government for supplies and equipment delivered to Fort Laramie in 1868.

The comparative costs of transporting freight over the trails before the construction of the railways was gone into in the Pacific Railway Hearings in 1887. The rate situation is taken up in detail. Trail freight rates varied with the season. In 1868, the June, July and August rate was \$1.60



Orin Junction and Vicinity

per hundred pounds for 100 miles. September it was \$1.75 per hundred pounds for 100 miles, and this rate advanced to \$3.00 per hundred pounds in March. A summary of the freight rates will be found in the following paragraph:

HIGH FREIGHT RATES PRIOR TO RAILROAD

"These statements show the rates in force from the commencement of the Pacific Railroad to its completion on the wagon route which was replaced by the railroad. The highest rate given is \$3 per 100 pounds per 100 miles, equal to 60 cents per ton per mile; and the lowest rate is \$1.60 per 100 pounds per hundred miles, or 32 cents per ton per mile, the difference in rate depending chiefly on the difference in the seasons, the lowest rates being in the summer and the highest in the winter or early spring. The rates stated are about those in force for year after year just prior to the completion of the road on the plains between the Missouri River and the Rocky Mountains. But west of the Rocky Mountains, between the Great Salt Lake and the Pacific Ocean, a greater cost was required for the service."⁶⁹

The average Union Pacific rail freight rate per ton per mile was 4.26 cents in 1870. This declined to 1.49 cents or a fraction less than 1½ cents per mile in 1885.⁷⁰

This information indicated that the trail freight rates were from 15 to 20 times the rail rates. This was the chief factor in the high cost of living before the advent of the railways.

The following shows how the trail freight rates were reflected in the price of corn when delivered at different places:

COST OF MILITARY TRANSPORTATION PRIOR TO RAILROAD

"Quartermaster-General Meigs, in his report dated November 8, 1865 (Report Secretary of War 1865-'66, Vol. 1, p. 113), commenting on the cost of transportation over the plains, shows that a bushel of corn cost \$2.79 at Fort Riley, \$9.44 at Fort Union, \$5.03 at Fort Kearney, \$9.26 at Fort Laramie, \$10.05 at Denver, and \$17.00 at Salt Lake City.

"He then states that the cost of transportation for military stores westward across the plains by contract during the fiscal year ending June 30, 1865, amounted to \$6,388,856.37."⁷¹

Railway freight service was not only more efficient but much lower in cost. This resulted in lowering the cost of all articles of consumption and construction.

Over the Coffee Cup

Before the advent of the railways, the principal topic of household conversation was not the gold discoveries or the

69. U. S. Serial 2507, 50 Cong. 1 sess. S. Ex. Doc. 51, Pt. 6, p. 2584.

70. U. S. Serial 2507, 50 Cong. 1 sess. S. Ex. Doc. 51, Pt. 6, p. 2585.

71. U. S. Serial 2507, 50 Cong. 1 sess. S. Ex. Doc. 51, Pt. 6, p. 2587.

Note: U. S. Serial 2336, 47 Cong. 1 sess. S. Ex. Doc. 69, p. 121-122, also contains information regarding the trail freight rates.

Indian raids. The people had more pressing and personal problems that affected every individual in the Rocky Mountain area. The high cost of living stalked right into the innermost recesses of every kitchen. It was a universal cause of family concern. It was a problem then as it is now. From the family standpoint the outlook was most depressing. But as the railroads were completed to Cheyenne and Denver, the situation improved.

The following table gives a comparison of the Denver retail prices on some of the articles of general consumption in these periods, viz.:

Article	DENVER RETAIL PRICES		
	Column "A" ⁷² July 1, 1867	Column "B" ⁷³ July 1, 1869	Column "C" ⁷⁴ July 2, 1872
Flour, per cwt.	\$10.00 to \$12.00	\$4.50 to \$5.00	\$5.50 to \$7.50
Bacon, lb.	.35 to .40	.23½ to .27	.12
Lard, lb.	.40 to .50	.27 to .29	.15
Syrup, gal.	4.00 to 4.50	.....	1.25 to 1.50
Sugar, lb.	.50	.20 to .21	.15
Dried Apples, lb.	.40	.16 to .23	.15
Eggs, doz.	1.00	.50 to .60	.30

Column "A". Before the construction of the Union Pacific railway. In this period the supplies were secured from the Missouri River points. Delivery was made to the Rocky Mountain areas by freighting over the trails.

Column "B". At this time the supplies were carried by rail to the Union Pacific towns from which places wagon trains delivered the goods to Denver or other adjacent Colorado towns.

Column "C". Gives the Denver commodity prices after the railroads were constructed to and near Denver.

RAILWAY HISTORY

Union Pacific

"The Union Pacific Railway Company" was incorporated under the Act of Congress approved July 1, 1862. The construction crews arrived at Cheyenne on November 13, 1867. On January 24, 1880, the Kansas Pacific Railway Company and the Denver Pacific Railway and Telegraph Company were consolidated with the "The Union Pacific Railroad Company." This company passed into the hands of receivers on October 13, 1893. Subsequently a new company, under the name of Union Pacific Railroad Company, was

72. **Denver Daily News**, July 1, 1867, c. 2, p. 3, Prices.

73. **Rocky Mountain News**, July 1, 1869, c. 4, p. 4, Prices.

74. **Daily Rocky Mountain News**, July 2, 1872, c. 6, p. 4, Prices.

organized under the laws of Utah on July 1, 1897. This new company has operated the properties from about July 1, 1897 to this date.⁷⁵

Denver Pacific Railway and Telegraph Company

This company was incorporated in Colorado on November 19, 1867. It was constructed from Cheyenne to Denver in 1869 and 1870. Control was later secured by the Kansas Pacific Railway Company and both roads were consolidated with the "The Union Pacific Railroad Company" on January 24, 1880. Since January 24, 1880, this road has been operated as a part of the Union Pacific System.⁷⁶

Colorado Central

This company was incorporated on November 10, 1862 by a special act of the Territory of Colorado. The name under this act was the Colorado and Clear Creek Railroad Company. On January 20, 1866, the name was changed to the Colorado Central and Pacific Railroad Company and on January 26, 1869, the name was again changed to Colorado Central Rail Road Company. On April 1, 1890, it was merged with ten other roads to form The Union Pacific, Denver and Gulf Railway Company. While operating under this name, the road was dominated by the Union Pacific Railway Company. In the receivership proceedings, the Union Pacific lost all control of the The Union Pacific, Denver and Gulf Railway Company. The properties of the company were sold under foreclosure on November 19, 1893, and acquired by the Colorado and Southern Railway Company on December 29, 1898, since which time it has been operated by that company. This company has the unique distinction of having been operated under five names. Parts of the line were also operated under other names.

That part of the Colorado Central Railroad Company in Wyoming (8.62 miles) was incorporated under the Wyoming Incorporation Laws on September 19, 1877.

The Union Pacific, after it secured control of the Denver Pacific on January 24, 1880, had two roads from Cheyenne to Denver. The result was that the train service over the Colorado Central was almost discontinued soon after 1880. Finally the rails, ties and other material that could be salvaged were removed from that part of the line between Colorado Junction (6 miles west of Cheyenne) and Fort

75. U. S. Interstate Commerce Commission Valuation Report, v. 44 (June-July). Detailed account, pp. 1 to 440.

76. U. S. Interstate Commerce Commission Valuation Report, v. 44, pp. 97, 119, 130, 131, 155-157.

Collins, and used in extending the north end of the Cheyenne and Northern (then a part of the Union Pacific, Denver and Gulf) from Wendover to Orin Junction. This left a gap in the Colorado and Central line from Colorado Junction to Fort Collins.⁷⁷

Cheyenne and Northern Railway Company

Incorporated March 1, 1886, constructed to Wendover, Wyoming from Cheyenne, Wyoming, 125.18 miles, in 1886 and 1887. It was operated by the Union Pacific Railway Company until it merged, with several other roads, into The Union Pacific, Denver and Gulf Railway Company on March 18, 1890.⁷⁸

The Union Pacific Denver and Gulf Railway Company

Formed March 18, 1890, by the consolidation of several railroads which included the Cheyenne and Northern and The Colorado Central. It was operated as a part of the Union Pacific system until the latter was placed in receivership on October 13, 1893. On December 29, 1898, the Colorado and Southern took possession, having purchased the properties under the receivership proceedings.⁷⁹

On the next page is a map of that part of the Union Pacific, Denver and Gulf Railway in Wyoming as it was in 1892. This is a copy of the U. S. Department of Interior, General Land Office map. Note that the map has Badger Station but no Wendover. The Fremont, Elkhorn and Missouri Valley Railroad Company is shown. This is now a part of the Chicago and Northwestern Railway System.

The Colorado and Southern Railway Company

Incorporated December 19, 1898. On December 29, 1898, took possession, after purchase under foreclosure proceedings, of all the properties of the Union Pacific, Denver and Gulf Railway Company, except the Julesburg branch, and has operated these properties since that time.⁸⁰

The Colorado Railroad Company

Incorporated July 6, 1906. In 1910 the line from Cheyenne, Wyoming to Fort Collins, Colorado was constructed

77. U. S. Interstate Commerce Commission Valuation Report, v. 134, (October) pp. 612, 614, 615, 638, 674-680, 682.

78. U. S. Interstate Commerce Commission Valuation Report, v. 134, pp. 615-617, 703, 705.

79. U. S. Interstate Commerce Commission Valuation Report, v. 134, pp. 612, 620, 638, 664-674.

80. U. S. Interstate Commerce Commission Valuation Report, v. 134, pp. 581-590, 594-612.



Railroads of 1892

to close the gap between these places. This gives a continuous Colorado and Southern line from Orin Junction, Wyoming to Denver, Colorado and on south of Denver. The Colorado and Southern Railway Company controls The Colorado Railroad under lease. However, the Colorado and Southern does not operate its line north of Wendover, Wyoming. That part of its line between Orin Junction and Wendover, is operated by the Chicago, Burlington and Quincy Railroad Company under lease from the Colorado and Southern. The Colorado and Southern owns 99.9% of the Colorado Railroad Stock.⁸¹

Cheyenne and Burlington Railroad Company

Incorporated April 6, 1887. Owns 29.01 miles of standard-gauge line extending from Cheyenne to the Colorado-Wyoming state line near Carpenter, Wyoming, where it connects with The Colorado and Wyoming Railroad Company line. These two lines were sold to the Burlington Railway on February 15, 1908. It is that branch of the Burlington that extends southeast of Cheyenne to Sterling, Colorado.⁸²

CONCLUSION

This is the end of a story that had a very inauspicious beginning. It started with my showing the picture of the old Orin Junction railway dining car to persons interested in Wyoming history. It was suggested the reasons for a dining car set up in the sage brush were worth preserving as an historical subject. From that beginning the story grew to include other related historical material, much of which is not generally known. This is the result.

The work has been informative and intensely interesting. Research brought to light many historical facts that were active in the past, but are not generally known at this time. Numerous sources of historical information have been drawn upon. These, largely, are documentary and official, although the newspaper accounts relating to the subject matter have also been used. So far as possible the data have been confined to primary sources. The entire subject

81. U. S. Interstate Commerce Commission Valuation Report, v. 134, pp. 581, 582, 591-609, 611, 614, 655-665.

82. U. S. Interstate Commerce Commission Valuation Report, v. 134, pp. 131, 221, 512, 513. Cheyenne and Burlington Railroad Company.

U. S. Interstate Commerce Commission Valuation Report, v. 134, pp. 131, 192, 221, 510, 512, 597. Colorado and Wyoming Railroad Company.

relates largely to Cheyenne history, but it has been necessary to include some Denver history since the early fortunes of the two towns were so closely related.

Much of the material used has been supplied by the staffs of several libraries, the individual members of which have been most cooperative. Thanks are extended to Miss Lola Homsher, Miss Henryetta Berry and Miss Esther Clausen of the University of Wyoming Library; to Miss Ellen Crowley and Miss Mary E. Cody of the Wyoming State Library; to Miss Ina T. Aulls, Mrs. Alys Freeze and Mrs. Opal Harber of the Denver City Library; and to Mrs. Eulalia Chapman of the Bibliographic Center of Denver.

Railway officials have supplied much useful material. Special acknowledgement is made to Mr. W. H. Anderson of the Colorado and Southern Railway Company; to Mr. William G. Murphy of the Union Pacific Railroad Company; to Mr. F. V. Koval and Mr. R. J. Ditzler of the Chicago and Northwestern Railway System; and Mr. George W. Eastland, editor of the Northwestern Newsliner.

The following individuals have supplied helpful suggestions: the late Mark Chapman and Mr. G. A. Stephens of Cheyenne, Wyoming; Mr. and Mrs. Robert Trenholm of Glendo, Wyoming; Mr. and Mrs. Dean G. Nichols of Laramie, Wyoming, and my best friend and companion in life--my wife.

Every effort has been made to avoid errors but if any appear, they are my errors. The language and story are also mine.

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APPENDIX "A"

ARTICLES OF INCORPORATION CHEYENNE AND NORTHERN RAILWAY COMPANY MARCH 1, 1886.

KNOW ALL MEN BY THESE PRESENTS: That we, whose names are subscribed hereto, and to a duplicate hereof, do hereby certify that under and by virtue of the Laws of the Territory of Wyoming, we have associated ourselves together, as a Railway Corporation, for the purpose of constructing, owning, and operating a Railroad, extensions and branches as herein after stated.

1.

The name of said corporation by which it shall be known,

and under which it shall transact its business, shall be "Cheyenne and Northern Railway Company."

2.

The object for which said Company is formed is the construction, operating, and owning a Railroad, or Railroads from a point commencing at the City of Cheyenne, on the Line of the Union Pacific Railway Company, in Laramie County in Wyoming Territory, and running from thence in a northerly direction through said County, to a point on the Platte River, in the vicinity of Ft. Laramie, in said County and Territory; Thence in a northerly, or north westerly direction to the northern boundary line of Wyoming Territory, thence on most eligible route to be selected by said Company, in a northerly or north westerly direction, through the Territory of Montana to a junction with the Northern Pacific Railroad Company, thence on the most eligible route, to be selected by said Company to the southern boundary line of British America, at such point, or points as the Company may hereafter determine. The said Company shall have power to locate and construct, and operate, the whole or any part of said line of Road, above described, and to transport passengers, mail and freight, thereon, and to receive therefor, fair, toll and charges, and generally to transact all such business, and to do all such acts generally, as may be necessary to the success of the corporation. The said Company hereby formed, shall have power, to mortgage its road, franchises, and property, to secure such issue of bonds as it may determine to execute; to build such extensions and branches, as it may, under any amendment of its charter, or articles of its incorporation or otherwise, under lawful authority resolve to build, and to make running arrangements with any other Railway, or transportation Company or to lease, purchase or otherwise acquire the charter, road, property, capital stock, or franchises of any such Company, or to merge, or amalgamate, or consolidate into any such Company on such terms as may be agreed upon, by the Trustees, or stockholders, not inconsistent with law.

The said Company may construct such branches, and connections in the said Territory, as it may deem expedient, and may change and re-locate its main line, and branches, as it may elect, to connect with other railroads, and navigation companies, and may amend the certificate of incorporation, in such a way, as the Trustees, or a majority of the stockholders, may determine, not inconsistent with the statute in such case made and provided.

The said Company assumes to itself, and shall and does possess all of the rights, powers, franchises and privileges, granted to and conferred upon corporations, by the laws of Wyoming Territory, and particularly by Chapter 34 of Compiled Laws of Wyoming, entitled, "An Act to create, and regulate corporations," and the amendments thereto, and by an Act entitled, "An Act authorizing Railroad Companies to mortgage their property, issue mortgage bonds, consolidate connecting lines, and for other purposes," approved December 13th, 1879.

3.

The amount of capital stock of said Company shall be, Three Millions of Dollars.

The stockholders are not individually liable, for the debts of the Company, nor liable to any extent beyond the liability to pay for the Stock, by them severally subscribed.

4.

The number of shares of which the capital stock, of said corporation shall consist, shall be thirty thousand shares, of the par value of one hundred dollars each.

5.

The term of the existence of the said corporation shall be fifty years.

6.

The number of the Trustees, of said corporation, shall be nine, and the names of the Trustees, of said corporation, who shall manage the concerns thereof, for the first year, are,

HENRY G. HAY ____ of Cheyenne, Wyoming Territory.

THOS. STURGIS ____ of Cheyenne, Wyoming Territory.

FRANCIS E. WARREN______ of Cheyenne, Wyoming Territory.

ERASMIUS NAGLE __ of Cheyenne, Wyoming Territory.

WILLIAM W. CORLETT_____ of Cheyenne, Wyoming Territory.

PHILIP DATER ____ of Cheyenne, Wyoming Territory.

MORTON E. POST __ of Cheyenne, Wyoming Territory.

WILLIAM C. IRVINE__ of Cheyenne, Wyoming Territory.

JOSEPH M. CAREY __ of Cheyenne, Wyoming Territory.

7.

The operations of said Company in the Territory of Wyoming, shall be carried on in the City of Cheyenne, and in the County of Laramie, in the territory of Wyoming, and along the line of the route of said Railroad as hereinbefore described. The Principal part of the business of said Company within said Territory of Wyoming, shall be trans-

acted in the said City of Cheyenne, and in the County of Laramie, Wyoming Territory.

8.

The trustees of said corporation shall have power to make by laws as they shall deem proper, for the management and disposition of the stock and business affairs of said corporation, not inconsistent with the laws of Wyoming Territory, and prescribing the duties of Officers, Articifers, and Servants, that may be employed, for the appointment of all Officers, and for carrying on all kinds of business, within the objects and purposes of said corporation.

In witness whereof, the undersigned have hereunto set their hands and seals, and to a duplicate hereof, this First day of March A. D. 1886.

HENRY G. HAY (Seal)
THOS. STURGIS (Seal)
FRANCIS E. WARREN (Seal)
ERASMIUS NAGLE (Seal)
WILLIAM W. CORLETT (Seal)
PHILIP DATER (Seal)

TERRITORY OF WYOMING)
COUNTY OF LARAMIE)
ss.)

On this First day of March A. D. 1886, before me personally came HENRY G. HAY, THOMAS STURGIS, FRANCIS E. WARREN, ERASMUS NAGLE, WILLIAM W. CORLETT and PHILIP DATER to me known to be the persons, by said names respectively, who signed, sealed, and executed the foregoing certificate of incorporation, and they severally, each for himself, acknowledged that they did make, sign, and acknowledge the same, for the uses and purposes therein expressed.

Witness my hand and official seal
this First day of March 1886

(Notarial seal)

J. A. Rinero

Notary Public

We whose names are hereunto subscribed, have agreed, and by these presents do agree, and covenant, to and with each other and with the Cheyenne & Northern Railway Company, a corporation being organized, under the laws of Wyoming Territory that we will subscribe for the number of the shares of the capital stock of said corporation, set opposite to our names, here under written respectively, and

will pay all lawful assessments thereon made by law, or by the Trustees of said corporation.

One share	HENRY G. HAY	(Seal)
One share	THOS. STURGIS	(Seal)
One share	FRANCIS E. WARREN	(Seal)
One share	ERASMUS NAGLE	(Seal)
One share	WILLIAM W. CORLETT	(Seal)
One share	PHILIP DATER	(Seal)
One share	MORTON E. POST by Thos. Sturgis	(Seal)
One share	WILLIAM C. IRVINE by Thos. Sturgis	(Seal)
One share	JOSEPH M. CAREY by Thos. Sturgis	(Seal)

Joseph Rhodes and The California Gold Rush of 1850

By

MERRILL J. MATTES*

The year 1950 marks the second centennial year of the California Gold Rush, which followed the North Platte and the Sweetwater Rivers through Wyoming in a great ox-bow sweep. The year 1849 has been much more publicized since it marked the first of the great overland migrations, and the term "Forty-Niner" has become synonymous with that great epic of the frontier West. However, the overland gold rush continued with only seasonal abatement for several years thereafter, actually reaching its crescendo in the year 1850 when 55,000 men, women, and children crossed the Plains, if we may trust the estimate of a Fort Laramie correspondent of the **Daily Missouri Republican** appearing in the issue of October 3, 1850. This is truly an astonishing figure when we consider the population norms of that day. It is in startling contrast, also, to the figure of 25,000 for 1849 given by Stewart Edward White in his **Forty-Niners**, and the 20,000 and 40,000 which historians have variously estimated for the other banner "gold rush" years of 1851 and 1852.

One of the principal pastimes of the covered wagon pioneers was keeping a diary while enroute. Over 100 such diaries for 1849 alone have been accounted for. Although the number of migrants was greater in 1850, the number of diarists, proportionately, was smaller. At least the writer has been able to assemble a check-list of only 68 overland

*BIOGRAPHICAL SKETCH—Merrill J. Mattes of Omaha, Nebraska is Regional Historian for Region Two of the National Park Service, which covers a fourteen-state area extending from Montana, Wyoming, and Colorado on the west to Michigan and Indiana on the east. He began his career with this agency as seasonal ranger at Yellowstone National Park in 1935. Thereafter until 1946 he was Superintendent of Scotts Bluff National Monument at Gering, Nebraska, also serving after 1941 as Historian for Fort Laramie National Monument. After a brief tour of duty in the Director's Office in Chicago, he was assigned to Omaha as Historian, Missouri River Basin Surveys, to supervise the investigation, recording, and salvage of historic sites in proposed reservoir areas. He was named Regional Historian in January, 1950. He has published numerous articles on early western history, including several relating to Fort Laramie which have appeared in previous issues of **Annals of Wyoming**.

journals for this second year of the gold rush. It is possible that by this time some of the glamour had worn off and folks were less inclined to view their journey as a heroic adventure, to be recorded for posterity. At all events, this is still an impressive number of documents to survive the rough passage by ox teams across plains and mountains. These represent, of course, only surviving journals which have been published or which have found their way into library vaults.

For ten years beginning in 1935, the writer lived in the shadow of Scotts Bluff in western Nebraska, one of the celebrated landmarks of the Oregon-California Trail. As Superintendent of Scotts Bluff National Monument, and for several years conjointly serving as Historian for Fort Laramie National Monument, he became intrigued by accounts left by the journalists of the covered wagon migrations of the mid-nineteenth century, and copies or transcripts of these were collected for the permanent research file. Many of these journals or diaries have been published in book form but relatively few of these are generally available to the public, most of them being now out of print and quite rare. A few have appeared in the quarterlies published by various historical societies. Many others have never been published but may be found in manuscript or typescript copy form in certain university and state libraries, such as the Coe Collection of Yale University, the Bancroft Library of the University of California, the Wisconsin State Historical Society, and the Newberry Library in Chicago.

There is one other place where emigrant journals may be found. That is, figuratively speaking, in the family trunk in the attic. How many such undiscovered journals remain—undiscovered to historians, that is—is necessarily speculative. After 100 years one would suppose that most everything along that line had turned up, but this is disproven by the frequency with which authentic journals continue to be disclosed, usually by some happy accident, to a responsible member of the historical or library profession, resulting in the rescue of that journal from oblivion. While stationed at the Scotts Bluff National Monument museum, the writer was in a strategic position to learn of such documents, for if a visitor had among the family heirlooms an old diary about grandfather's covered wagon days, this fact was bound to come out after exposure to the interesting Oregon Trail exhibits. Several journals have been so detected and have been added to the aforementioned checklist. Two of these journals both of 1849 vintage, have

been edited by the writer for publication.* Now comes the newly discovered 1850 diary of Joseph Rhodes, from Indiana, whose search for California gold ended in stark tragedy.

The process by which the Rhodes journal came to light did not quite follow the usual pattern. Early in 1946, the writer was transferred by the National Park Service from western to eastern Nebraska, that is, to the Region Two Office in Omaha, where he would presumably be out of touch with descendants of covered wagon journalists. However, fate once more intervened. Thanks to the spoken suggestion of Miss Louise Ridge, Clerk-Stenographer at Scotts Bluff National Monument, he received a letter dated September 1, 1949, from Miss Anna J. Maris of 223 Summit Circle, French Lick, Indiana, who asked if he could meet her on a train at the Union Pacific depot in Omaha at 8 o'clock on Thursday, September 8, and examine her great-uncle's diary! Since nothing except an earthquake or similar cataclysm could keep him from examining a covered wagon diary, the outcome was more or less inevitable. He met Miss Maris at the depot on schedule. She, it developed, was en route to the Nebraska Central College, Central City, Nebraska, where she held the position of registrar; and it further developed that her great-uncle's diary was indubitably genuine. After subsequent correspondence she and her sister, Mrs. N. B. Mavity, also of French Lick, graciously consented to have the journal published.

Mrs. Mavity has been very helpful in providing the following biographical data:

Joseph Rhodes was born in Paoli, Orange County, Indiana, on October 15, 1823. The now prosperous county seat town was then but seven years old, just a little village with a few log houses built along the wide streets which entered the commodious public square from the four points of the compass. In one of the log houses on West Main Street lived the parents of Joseph, William, and Jane T. Meacham Rhodes, both of whom were born in North Carolina. They were married in Paoli in 1820.

Later the family moved to a farm a few miles north west of Paoli and there lived until 1857 when William and Jane, with part of their children, moved to Texas. There William Rhodes died in 1864 and his wife died three years later. They were the parents of thirteen children.

In 1845 Joseph Rhodes married Maria Faucett, daughter of George and Elizabeth Killion Faucett, emigrants from North Carolina. Maria's brother Levi was also a gold-seeker.

*"Alexander Ramsay's Gold Rush Diary of 1849," **Pacific Historical Review**, November 1949; "From Ohio to California in 1849; the Gold Rush Diary of Elijah Bryan Farnham," **Indiana Magazine of History**, September, 1950. The Ramsay journal is in the possession of Mrs. Ralph Hays, Torrington, Wyoming.

The little pocket diary kept by Joseph merely gives incidents of the hazardous journey to California, written with pencil as the travelers rested around the camp fire at night. He worked in the gold fields for three years and had accumulated some of the hard earned ore and was preparing to return home when he was drowned in the Sacramento River on August 7, 1853.

The circumstances of Joseph Rhodes' death are not clearly recorded, but its poignancy is sharply and tearfully brought out by a letter also remaining in family possession. To seek his fortune in the gold fields Joseph left his wife, Maria, and one small daughter, Jane, named for his mother who was the great-grandmother of Miss Maris and Mrs. Mavity. After nearly three years spent in toil, on July 28, 1853, Joseph wrote to his beloved revealing the agony of his homesickness:

We would have started home on the 4th of July, but did not think it safe to start so late in the season. Holiday and I, after fighting and lawing for 4 or 5 months, have sold out on the river to the claimants of the land by the Spanish Grant . . . George M. Holiday started home the first day of the month. When I think of you and Jane, I would give half I am worth to be with you, or even hear from you as often as twice a month. I sent you my likeness some time ago. It did not look very well, for I just had on common clothes. It would not pay to buy fine clothes just for that. I want you to send me yours and Jane's together . . . Even if I only got them the day before I started home, I could look at them on the way. I will inclose a dollar gold piece for little Jane. Jane, I want you to keep this dollar until your papa comes home. I have not forgot the nice things I promised to bring you. I want you to be a smart little girl and learn to read and write as soon as you can. I would rather see you to-day than a piece of gold as large as a mountain . . . Sometimes I can hardly wait for the next steamer. I am so tired of living away from you . . . If I am spared to see you again, we will never be separated again for gold, for I have learned that we do not live for gold alone.

After the final journal entry by Rhodes, made around September 1, 1853, appears a terse notation by James Pinnick, a companion, identified by Mrs. Mavity as the brother-in-law of Andrew Jackson Rhodes, who was a younger brother of Joseph:

January the 30th, 1854. I, James Pinnick do put in this satchel of Joseph Rhodes one pair of Pantaloons and one Coat and this little Book, Jas. Pinnick.

The satchel containing the little book, presumably the only tangible reminder of this ill-starred Argonaut, was returned to the widow in Indiana. This was handed down through daughter Jane to the granddaughter, Miss Lily Elrod of Orleans, Indiana, who in turn bequeathed it to her cousins, Miss Maris and Mrs. Mavity.

In the letter he mentions "my likeness" sent some time previously. This was a daguerreotype of fine workmanship which, according to Mrs. Mavity, "shows Joseph to have been a handsome man with clear-cut features, high fore-

head, and large, widely-spaced eyes, the countenance so pleasing that the ill-fitting clothes he mentions are not at first observed." Miss Maris states that a photographic copy of the daguerreotype is at hand, but the original is now missing.

The Rhodes diary, like many of its genre, is quite brief, as one would expect of a work written under wilderness conditions at the point of fatigue. The grammar and the spelling are questionable. The text of the diary is devoid of literary style or flourish, traits showed by many of Rhodes' frontier-educated fellow travelers. It is, however, more honest and withal less prosaic than some overland journals, which bear evidence of an eye cocked on a publisher, or of revision for the edification of offspring, or of plain vanity. It is, in short, a rich and valuable historical document reflecting the strain, the hardships, the fears, the sheer drama of an overland trek across prairie, plains, mountain and desert, culminating in cruel disillusionment.

The California migration, contrary to the representations of screen and fiction writers, was an overwhelmingly masculine affair. According to figures computed at Fort Laramie, the ratio of women to men in 1850 was one to fifteen. There is no evidence that there were any women whatever in the Rhodes train. In fact, the record discloses that he was one of "a company of men" from Orange, Crawford, and Martin Counties, Indiana, who left in April for Eldorado. Some of his companions are named, including his brother-in-law, Levi Faucett, "Captain" Parks, William Brown, one Marley, and a "Mr. Austin" from New Albany. The only recognizable name, which affords the reader quite a romantic thrill, is that of "Williams, Fremont's guide over the mountain." To think that we would here run into that fabulous mountain man, old Bill Williams! "He was a great brag," reports Rhodes, and he guided a maverick outfit. That sounds like Old Bill all right.

The Rhodes train was not a blue ribbon outfit, just a few fellows in one wagon with a few oxen to start with, building up to 8 wagons, 30 men and 30 yoke of cattle by joining forces here and there with small groups, organizing, then fluctuating in numbers with fortunes of the trail and finally disintegrating as a recognizable unit under the pitiless Nevada sun.

The departure date was around April 30, the Fort Laramie check date June 6 and the date of arrival at Hangtown, August 5. These suggest that Rhodes got off to a good flying start, well ahead of the crest of the migration, and made a strong finish, with the resultant premium of good

grass, wood and water, while it was still fresh and available. Not that these commodities were ever overabundant on the Trail, but at least they were sufficient for survival. This was not always the case with those who started late or moved slowly.

The journal confirms but adds little to the actual history of the 1850 trek. Practically everything that happens is routine. There are stampedes, cholera, unseasonable snow, violent wind, buffalo hunts, buffalo chips, Indians, frayed nerves, desertions, manslaughter, murder—or probable murder. It would be interesting to learn whether the man who got stabbed below Courthouse Rock eventually died, and if the stabber was duly hung from a convenient wagon tongue.

The most routine part of the journey, however, was the route itself, the California Trail, which described a great arc anchored in Independence, Missouri and Hangtown, California and sweeping through territory destined to become Kansas, Nebraska, Wyoming, Idaho, and Nevada. The Rhodes' journal clearly traces the classic route.

The first entry is dated May 4, when the journalist was about one week and over 100 miles away from Independence, the "jumping-off place" in "the states." This would put him across the Kansas River in the vicinity of Topeka, then known as Papin's Ferry. Just beyond Cross Creek, near present St. Mary's, Kansas, was "a French and Indian town," a village of the Kanza, containing a collection of earth lodges, trader's huts, and a Methodist mission. Turning northwestward away from the Kansas River, the Trail crossed the Red and Black Vermillion Rivers (otherwise known as the Big and Little Vermillion), crossing the Big Blue River in the vicinity of famed Alcove Spring below present Marysville, Kansas, and intercepting the equally busy emigrant road from St. Joseph just beyond. From here the Trail followed Little Blue River into Nebraska territory, near modern Fairbury, where the first buffalo herd could usually be spotted. It was but a brief hop from the headwaters of the Little Blue to the mirage-ridden valley of the Platte, which the emigrants were destined to follow now for over 500 miles.

After leaving the dismal outpost of Fort Kearney, there was little to relieve the plodding monotony until reaching the "Lower California Crossing" of the South Platte beyond present Ogallala. Descending into the valley of the North Platte by way of Ash Hollow with its notorious Windlass Hill, the Rhodes party came upon a much more scenic stretch of the Trail. From here the North Platte was

bounded by a succession of curious hills and ridges, including the famous landmarks of Courthouse Rock near present Bridgeport, Chimney Rock opposite Bayard, and Scotts Bluff, at Gering, Nebraska. The latter is now a national monument, commemorating the covered wagon migration, with a road to its summit and a museum and headquarters area at Mitchell Pass, on Nebraska State Highway 86. The emigrants of 1850, however, did not go via this pass, but detoured away from the bluff and its badlands, crossing the ridge at Robidoux Pass, where there was a trading post and blacksmith shop and from the crest of which, if the day was clear, Rhodes could get his first glimpse of Laramie Peak in Wyoming, often over-enthusiastically referred to by travelers as "the Rocky Mountains." Just beyond was Horse Creek, destined one year later to become the setting for a great gathering of Plains Indians summoned to the first Fort Laramie Treaty Council.

Above Horse Creek the California Trail followed the Platte into the present state of Wyoming. Twenty miles northwest of modern Torrington was Fort Laramie, in 1850 the only important white settlement in the hundreds of miles which lay between Fort Kearney and Fort Bridger.

Unlike many others who paused there to regroup their forces, Rhodes did not tarry at Fort Laramie, merely noting in passing that the place had "some five buildings." Had he passed this point a year before, on June 6, 1849, he would have found only one building, the adobe-walled trading post of the American Fur Company, built in 1841, the successor of a log-stockaded post called Fort William. The fur traders had been doing business at this stand since 1834, but the advent of the California Gold Rush, coupled with a decline in the Indian trade, prompted them to sell out to the United States Government shortly after the arrival there of the Regiment of Mounted Riflemen, on June 16, 1849. Thus, Fort Laramie was now a bustling military post. In addition to the white-washed adobe fort purchased from the fur company, by June 1850 the Army had completed or was now constructing barracks, bakery, guard house, ordnance depot and a two-story block of officers' quarters made of frame lined with burned brick. The latter structure, which became the famous "Old Bedlam," together with an adobe structure erected by the post sutler, still survives after 100 years as the most conspicuous and illustrious feature of present Fort Laramie National Monument.

Following the south bank of the North Platte, like the majority of the emigrants, Rhodes' approach to Fort Laramie took him across the mouth of "Laramy's fork" or Lara-

mie Creek. However, there were many Argonauts who, having "jumped off" at Council Bluffs opposite present Omaha, followed the north bank of the North Platte. Although some continued along the north bank all the way, most crossed "the plat north fork" at Fort Laramie to join those on the main Trail. The crossing, usually made during a time when the river was quite swollen, was notoriously treacherous and drownings, one of which came to Rhodes' attention, were commonplace. For that matter many drowned also in crossing Laramie Fork, when it flooded, but that stream seems to have been docile enough at this time.

East of Fort Laramie the Oregon-California Trail was relatively smooth going over generally level prairie and plain. West thereof the terrain became progressively tougher, the first trial being the foot hills of Laramie Peak. The travelers met this threat by jettisoning cargo. They had been throwing supplies out ever since they left Missouri but now it began on a large scale. Not only valuable equipment and stores but wagons and animals themselves were discarded. The race was now on in earnest.

After crossing Deer, LaPrele, Horseshoe and LaBonte Creeks, Rhodes reached the North Platte crossing, just beyond present Casper, Wyoming. This was a Mormon monopoly at this time. Soon afterward, about 1854, the first bridge across the Platte would be erected. In 1865 this would be the scene of a bloody ambush by the Sioux and the heroic death of Lieut. Caspar Collins of the 11th Ohio Cavalry, whose name was then given to the nearby military post.

Beyond present Casper and the Alcova and Pathfinder Dams, where the North Platte turns abruptly southward to its source in Colorado, was Independence Rock, one of the famous landmarks of the Trail, which resembled a giant turtle basking in the sun. According to tradition it was so named by fur-traders or emigrants who here paused to celebrate an early Fourth of July. At this point the emigrants reached the Sweetwater River, tributary of the North Platte, the course of which brought them, via Devil's Gate, Split Rock, Icy Slough and endless sage-covered alkali flats to South Pass and across the Continental Divide to Pacific Springs, which Rhodes quaintly but accurately describes as "one corner of origan." After the Little and Big Sandy crossings, the original Oregon Trail proceeded in a southwesterly direction, crossing the Green River at Lombard Ferry and reaching Fort Bridger on Black's Fork of the Green, from which one branch continued southwest-

ward to Salt Lake City while another turned abruptly northwestward to strike Bear River at the mouth of Bridger Creek, just below the intersection of the present Wyoming, Utah and Idaho boundaries. The "Forty-Niners," however, impatient with detours, struck bravely due westward from a point just east of the Little Sandy crossing, to follow a route fifty miles across a hellish desert to reach Green River near present LaBarge, Wyoming. This passage, called "Sublette's Cut-off," was usually begun in the cool of the evening, with casks filled and completed 24 hours later with casks empty, in a mad disorganized scramble for water.

Mormons controlled the Green River Ferry, too. The next lap in the journey was the leap over the divide between the Green and Bear Rivers. This took the wagons past "Names Hill" up Fontenelle Creek and Ham's Fork or "north fork" of Green River, past high mountains and dense stands of timber to the lush, grassy Bear River Valley, which they reached just below Smith's Fork, some miles above the incoming trail from Fort Bridger. The passage up this valley was pleasant as a picnic, a welcome respite between the mountains just left and the desert to come. Like almost all brother journalists Rhodes makes note of the Soda or Beer Springs in present Idaho, a scenic highlight of the Trail now obliterated by a reservoir.

Just beyond Soda Springs the Bear River turned abruptly southward, and at this point, near present Alexander, Idaho, the emigrants could take their choice of two routes, either going northwesterly to reach the Snake River at Fort Hall and then descending the Snake as far as Raft River, or going almost due westward over a quite rugged route labelled "Hudspeth's Cut-off" after the deluded captain who pioneered it. It appears that the Rhodes party followed on the heels of Hudspeth. This short cut did save a lot of miles but many emigrants complained that it saved them little time. Rhodes, however, who was with a fast-travelling outfit, offers no complaint. He notes the junction of this cut-off with "the Fort Hall road." This was at Cassia Creek, a tributary of Raft River. At the divide between Cassia and Goose Creeks was City of Rocks, another well-publicized landmark, at which point a direct road from Salt Lake City joined the main Trail. Following up Goose Creek the emigrants crossed from present Idaho into Nevada, just brushing the northwest corner of Utah.

From Goose Creek drainage Rhodes crossed over to the headwaters of Humboldt River, to begin the last third and by far the most gruelling part of the overland trek. Long

dry runs, clouds of blinding glare and dust, mire, poisonous alkaline springs, starvation rations, chills and fever, oxen and wagon breakdowns, vicious diamond-back rattlers and skulking Utes and Diggers were only a few of the routine hazards henceforth encountered.

After leaving the oasis of Thousand Springs Valley, the wagon trains gave themselves up to the not so tender mercy of Humboldt River which, after dubious beginnings, threads a tortuous feeble way across arid sagebrush wilderness to disappear ignominiously in the complete desert of Carson Sink. Yet, without the Humboldt and its occasional water-holes and meadows, the covered wagon migrations would not have been possible. The trials and tragedies of this route are only dimly reflected in Rhodes' succinct journal, but we may trace his labored route—Mary's Fork, Greenhorn's Cut-off around Fremont's Canyon, Emigrant Spring, Gravelly Ford, Battle Mountain, Tutt's Meadow near Winnemucca, the Great Meadows at Lovelock and the final ordeal of the Sink. By way of Carson River and several unidentified trading posts Rhodes reached the final barrier of the Sierra Nevada. Beyond this was the new-born state of California and gold, the shimmering lure which made all struggle, suffering and loss bearable.

In the neighborhood of "hang town," now Placerville, which ten years later would see the launching of the fleet Pony Express, Rhodes and his nameless companions went to work in "the diggins." If Rhodes' luck was equal to that of most emigrants, he did not reap a fortune. If he did, he did not live to enjoy it, for three years later, almost to the date of his arrival at Hangtown, he was dead, presumably by accidental drowning. He did leave, however, this written account of his overland journey, itself a priceless legacy.

THE JOSEPH RHODES DIARY

"Trip to California from the states. Before we left the states we fell in company with 4 waggons from Cooper Co. Mo. We traveled on together to the Cansas river about 100 miles from the states where we fell in with 3 more waggons. We crossed over the river; it commenced raining. We went up the river one mile and camped. We now had 8 waggons, 30 men and 30 yoke of cattle. We now formed our rules and selected our officers for one month. Wensday we laid in camp. On the 4th of May we traveled 14 miles and camped for night. Fine road to-day and grass scarce, fine day.

May 5th 1850. We drove on this morning 2 miles & crossed Cross Creek. A few miles further we came to a

saw and grist mill, 2 miles further we came to a French and Indian Town of about 100 houses, then on to where we are now camped. Very cold all day. carried wood 1 mile, grass good here.

May the 6th 1850. Drove on this morning $\frac{1}{2}$ mile the cattle stampeded and run with the waggons but a short distance. 7 miles from camp to little Vermillion. it is a beautiful little creek. We had 3 stampeds to-day, was not damgd much, 1 wagon slightly broke, the Captain and some of the boys out of heart now and wanted to go home but did not for we laughed at the them so.

May the 7th, 1850. When we got up this morning the ground was white with snow. this dishartened some worse than ever, they say if they was at home they would stay there. The sun shined out and the snow was soon gone. We lay in camp all day to-day, our cattle is wild to-day we can hardly do anything with them. tied up to night.

May the 8.1850. Traveled on, it is a fine day but no grass at all, we crossed the Big Vermillion today, it is a bad stream to cross, we got over safe, 1 waggon & 3 men backed out this morning. We left them where we camped. they were from Cooper County Mo. and others talked of going back. ruff road to-day.

May the 9th,1850. Traveled 13 miles to-day over a very ruff road. We halled wood&water to-day. we camped in the perray [prairie] grass scarce. 25 wagons pased us this evening, and two joined us this evening with 9 men. we are now beginning to come to the Bufalo and Elks. We are 3 miles from big Blue River. looks like rain.

Maythe10th,1850. this morning we crossed over the river and camped 15 miles further on the road. this morning very cold. wore our overcoats all day. ruff road to-day. We arrived at the St. Joseph road and they say there is 2000 waggons a head of us. We heard of 4 cases of colery to-day. two deaths.

May the 11th 1850. To-day we came 10 or 12 miles and drove 1 mile and a half off the road to camp to get wood water & grass. it was so cold last night that blankets would not keep ground warm, though it is very warm this evening. one train last night let half there cattle get away. today we met 2 men going back to Illinois. the boys had a fine mess of greens this evening.

May the 12th 1850. I think we traveled 15 miles today to where we are now camped. saw timber to-day. We met 2 waggons to-day & 6 men going back home. We asked them a great many questions the only answer we got was

that there is no grass 15 miles ahead. that is the amount of it. I am not out of sperit yet. I yet hope.

May the 13th 1850. To-day we laid in camp. it is the warmest day we have had since we left home. now timber near our camp. we used the first buffalo chips and water fit to drink. grass is very short here and 20 miles ahead there is none we hear. we see 2 sick men to-day. heap of talk about going home. I am going to Calafornia first if I have health.

Tuesday the 14, 1850. This morning we yoked our cattle traveled on 12 miles only the grass being short. we met several more men to-day who had turned back said the grass was to short. We are camped one mile from the road on a small creek and a good spring, the best water we have had yet. cattle looks very well for short grass. all well.

Wensday 15th, 1850. To-day we traveled 10 or 12 over a very rough road, neither grass nor wood but little water. the grass being short we stopped at 12 O'clock. 8 men with 2 waggons left us to-day. the boss of them was Williams, Fremont's guide over the mountains, he was a great brag. Some of our company out of hart. all well.

Thursday the 16, 1850. To-day we drove 10 miles where we camped on Little Blue River. it is a butiful stream. the grass is very short, dry and hot. one man accidentally shot him self through the head. he died instantly his train was just behind us. We are getting along finely but slow. we are all in good health and sperits. no accidents to us.

Friday the 17th 1850. To-day we traveled up the river 16 miles, good road and short grass. We had a fine bufalo chase to-day, there was about 20 men after hit, run hit 5 miles and kiled hit. the meat is fine fried. May the 18 Traveled up Blue River. 19 Left the river 2 miles.

Monday 20, 1850 Drove 22 miles and camped on Plat River. came to the river at grand Island. it is 25 miles long and 2 miles wide. May 21, 1850 Traveld 6 miles up the river and camped. grass good on the plat.

May 22, 1850. Traveled 18 miles up the plat, passed the fort, no wood on this side the river, dig holes in the sand for water to drink. rained last night. fine day. mess of greens for dinner. passed Fort Carney [Kearney].

May 23 Traveled 18 miles to-day. very cold this morning wore over coats. very warm in the afternoon. grass very fine.

May the 24th, 1850. Started this morning at half past 5 o'clock, traveled 20 miles up the plat. very warm to-day. water scarce fit to drink. met one man going back. fine grass. road dry and dusty.

May the 25. Traveled 18 miles, watter scarce. Dry and dusty and windy wind blew so hard in the evening we had to hold our plates to ete supper.

Sunday the 26th 1850. Traveled 25 miles. very warm. no air stirng pased several teems. Horse teems failing.

May the 27. Traveled 25 miles. rained last night. wind blew hard. Saw 3 men going back. Marley sick.

May the 28, 1850. Traveled 20 miles; heavy frost. Marley still sick. water scarce. had no wood for 3 days. looks like rain.

May the 29th,1850. Traveled 18 miles. Marley still sick. in the evening crossed the plat river. it is 3 quarters of a mile, wide and from 1 to 3 feete deepe and very mudy. broke one standard of our waggon, one other waggon broke a bolster. the botton is sandy and very rough. low banks. all in fine spirits.

May the 30th,1850. This morning we started 35 minutes before 3 o'clock. traveled 18 miles before breakfast which brought us to the other plat. 8 miles of this was the most Desolate place I ever saw through the ash hollow. got breakfast and drove on 7 miles further up the Plat and found good grass. first good grass for 2 days. Marley is better.

May the 31th 1850. Traveled 25 miles over a sandy road, saw about 500 Indians. they beged for everything. Marley is still better. looks like rain.

June the 1, 1850. to day one mess had a fracus. one man stabed another it is thought he will die before Monday. Monday he is to be tried. it is thought he will hang or shoot him if the man dies. June the 1st 1850. Traveled 16 miles. rained last night. We have been in sight of the Courthouse and Chimney rock all this afternoon. We are camped in 5 miles of them. the Courthouse rock looks like the State house in Misouri. in the morning I am going over to see it. Marley is better.

June the 2nd 1850. Traveled 20 miles. wagons started, 1 started for the rock. it was 10 miles to it. it is 250 feet high, covers 2 acers of ground at the bottom. I went on to the top and cut my name on the highest part. got to the road at 12 o'clock; then started for the chimney, it is 300 feet high. rained and we got wet. Marley is worse to day.

June the 3rd,1850. Traveled 18 miles, left the river to cross Scotts Bluffs, they are 12 miles from the river. at 11 o'clock it commenced raining rained till night. camped near the bluffs. rained all night.

June the 4th, 1850. Traveled 18 miles. camped near the river, crossed one creek this evening. had no wood for 10

days till last night, we had plenty of pine notts. Marley is almost well.

June the 5th 1850. Traveled 22 miles. Cool day, fine for driving. oxen several horse and Mule teems pased us. short grass. to night Good watter.

June the 6th 1850. Traveled 15 miles. Crossed Laramys fork. Passed Fort Larimy. Some fine buildings. A young man from Illinois by the name of Evans was drowned in crossing the plat north fork yesterday. short grass all day.

June the 7th, 1850. Traveled 20 miles over high rug: Mts. passed 4 good springs. The road to day was lined with waggons Chains Trunks and old guns. here they left there waggons and packed on there teems. we have traveled in sight of Lamaries Peak for 4 days and a half and are not to hit yet. one man in Pikes train died some days ago in Ash hollow.

June the 8th 1850. Traveled 25 miles. Passed 58 waggons and teems. no good water to day. plenty of wood and grass. Crossed deer Creek.

June the 9th 1850. Traveled 18 miles. Nooned 5 hours on a creek. done some washing. hard washing on Sunday. comminced cooking.

June the 10th 1850. Traveled 25 miles, crossed 3 creeks of very cold watter.

June the 11th 1850. Traveled 27 miles. got to the ferry on plat. Charged 4 dollars for crossing a waggon. got the waggons over swin the cattle in morning. Four feri boats and crowded all the time. will not cross cattle in the boat at no price.

June the 12th, 1850. Took all day to swin our cattle. The rest of our mess did not get over till next morning.

June the 13, 1850. Traveled 27 miles over without water and grass. got to Willow Springs after dark. I left one steer the lead Bruner as he could not go further in the Mountains.

June the 14th, 1850. Traveled 18 miles. Plenty of watter. No timber to day. Short grass to day. Camped near the Indipendence Rock.

June the 15, 1850. Traveled 18 miles, came to Sweet wa-ter at the indipendence rock. passed the Snow and Salar-atas Mountains. Plenty water but no wood. Mountains nothing but rock.

June the 16th, 1850. Traveled 25 miles. grass very short, plenty of good water. Yesterday very cold and windy. to day is not so cold. Left captain Parks and company on the 14 of this month because he traveled to slow. 3 days in the Mountains.

June the 17th, 1850. Traveled 16 miles. Crossed the river twice and to avoid crossing it twice more, caried our waggons and provisions over a high bluff drove our oxen round, the creek was swiming. the further we go the whiter the Mountains with Snow. Passed many pison springs and Lakes and ice.

June the 18th, 1850. Traveled 18 miles. Passed many pison Lakes. Crossed the river. It has been very cold for 3 days and is getting colder. Fell in with William Brown and two of his sons. The mountains looks very white with snow.

June the 19th, 1850. Traveled 20 miles. Crossed sweete water twice and for the last time. Ground froze last night hard enough to bair up a horse. Passed snow banks ten feete deepe and plenty of ice. Blankets Coats and yarn gloved does not keepe us warm when walking. Ice hard enough to bare up a horse.

June the 20, 1850. Traveled 18 miles. Crossed the last branch of Sweete water, went through the pass of the Rocky Mountains. Eat our dinner right on the top. 3 miles down to the Pacific Springs. Drove 3 miles further on and stopped. We are agoing down hill now, we are in one corner of origan [Oregon]. Johnson is sick to day.

June the 21, 1850. Traveled 24 miles. Passed the little Sandy and nooned. then 6 miles to Big Sandy and camped. We have to morrow to travel 50 miles without water or grass over a sandy desert. Johnson is still sick. L. H. Faucett taken sick last night. One sick in Browns waggon.

June the 22, 1850. Traveled 24 miles where we found fine grass. Johnson and Faucett are better, F not so well as W is. We will now travel all night and find watter. Started this evening at 8 o'clock Traveled till 11, rested $\frac{1}{2}$ hours. Traveled on till we came to the river at son up. Green river. paid five dollars for ferrying the waggons and swam our cattle over very easy. they were very dry for watter. We found some grass in this desert and some pison water. Saw a great many dead horses and oxen, some right in the road. Left the river at 11 o'clock on the 23. Traveled 8 miles and camped, makeing 58 miles without much grass, traveled over a crooked hilly road and very sandy. Sone shineing hot, sick mending.

June the 24th, 1850. Traveled 15 miles over a rugh sandy road, found fine grass on the Mountain. This evening I went up on the highest Mountain that I have been on yet. Snow in places is 10 feet deepe. as fine grass as I ever saw. a fine grove of timber with a fine spring in the center. this is the nicest place I ever saw.

June the 25th, 1850. Traveled 15 miles over very rough road, high Mountains and deepe valleys and camped on the north fork of Green River crossed over the river before we camped oxen sick; boys are mending. plenty of Indians all arrcund our camp to night. they are very friendly. plenty of grass serrounded by snow.

June the 26th, 1850. Traveled 9 miles and stoped to noon at the dry wood Spring on the top of the mountain. Assended two of the highest Mountains that we have come to yet, very hard to get down again. Drove 12 miles in the afternoon. camped near Bair [Bear] river. Johnson is not so well the other two is better. fine day and dusty.

June the 27th, 1850. Traveled 20 miles over a very rugh road, crossing 4 prongs of Bare river, not one 100 yards apart and a rocky road, crossed over Thomas's fork of Bair River and camped, the best grass I ever saw. There is a great deal of poison water all along here. See dead stock every day. Snow all around us on the Mountains, the best water I ever saw.

June the 28, 1850. Traveled 22 miles, forenoon bad road, fine road this afternoon and the best grass for cattle I ever saw in my life. Still in company with Brown. oxen improveing. I am not well to day. Camped on a small branch near Bair River. rained this evening, a small shower.

June the 29th, 1850. Traveled 30 miles, 8 miles over the mountains the rest down the valy of Bair River and camped at the Soda Springs. Saw a great many Indians and traders. Soda Springs the coldest water I ever saw and plenty of it. Fine grass heare. Snow all arround us on the mountains.

June the 30th, 1850. Traveled 23 miles without water, camped on a fine little creek runs into the columba River. Fine grass and good water this evening. Saw Mr. Austin from New Albany who informs us the Orange and Martin County men are ahead of us, they went the Salt Lake road. sold 2 of our oxen for \$20. left the oragon road.

July the 1st, 1850. Traveled 25 miles over a fine road, plenty of good grass and cold water. Tuck a hunt over the mountains, no game. plenty of snow on the mountains here. Two of the New Albany waggons camped with us this evening.

July the 2, 1850. Traveled 20 miles. Forenoon fine road, afternoon rough road. New Albany Company still with us. no water this evening none since noon, 12 miles to water yet. Plenty of grass but no wood. very warm day.

July the 3, 1850. Traveled 22 miles. Arrived at little spring 3 feete in the ground. Men Mules and horses so thick around hit we could not get no watter, one mile fur-

ther came to a fine branch where we nooned. In the afternoon some fine little springs good grass and plenty of wood. Ett snow to day. warm as August.

July the 4th,1850. Traveled 22 miles. Fine road to day down a small Branch. 12 miles afternoon to water to Raft river very warm to day, road very dusty.

July the 5,1850. Traveled 25 miles. Fine road except Branches which are very mudy and deepe, very dusty and bad on the drivers and cattle. Passed the Fort hall road to day. I think we will get to Humbolt to morrow.

July the 6th,1850. Traveled 22 miles, 14 miles good road 8 miles bad road, plenty of watter and grass and wood. Fine day for traveling. Plenty of events here this evening. Lindley traded a mare for a yoke of cattle. Snow all around on the Mountains. Camped on Goos Creek.

July the 7,1850. Traveled 18 miles, very good road, cut the waggon bed off shorter. Camped where we leave the Creek. Three of our oxen got miered down to day. it is 15 miles to water and grass. Good grass to day. killed 3 hawks.

July the 8. Traveled 25 miles over a very rough Road and 15 miles without water and grass. Camped in the valley of the thousand springs. the springs or wells are from 3 to 5 feete wide and from 8 to 12 feete deepe. Some of them are good water, others are not. very warm.

July the 9,1850. Traveled 20 miles, fine road, water and grass plenty. very cool day. rained a shower and hailed some, sharp lightning and heavy thunder.

July the 10th,1850. Traveled 22 miles, some rugh road. Nooned at a fine spring, good grass. Camped on the canon Creek. heavy frost this morning and the ground froze cold as winter time.

July the 11,1850. Traveled 20 miles over a fine road, crossed Marys river, very deepe crossing. camped on the river, not much grass to night. Miered down a slough this evening. The road very dusty, the dust 6 inches.

July the 12,1850. Traveled 20 miles over a very good road, Crossing the West fork of Marys River. good grass and water. Camped on the river. A great many Indians here.

July the 13,1850. Traveled 20 miles over a fine road. Plenty of water and grass, Sage brush for wood. very miery in the river bottom. plenty of Indians.

July the 14,1850. Traveled 25 miles over a very rough road, left the river this morning, 14 miles to water, 18 miles from there to the next water. camped without water or grass.

July the 15,1850. Traveled on to water and got breakfast, then Marley, Johnson and myself commenced packing, commenced slow, walked 30 miles. camped in the creek bottom, good grass and water. Feete very soar.

July the 16th,1850. Traveled 30 miles right in the river bottom. two fourteen places without water. saw some fine looking springs comeing out at the foot of the Mountain looked good but the water was as warm as dishwater. Camped without water, suffered for water till 9 o'clock the 17th.

July the 17th, 1850. Traveled 20 miles. 8 miles and Marley stopeed two wait for the waggon, give out. Johnson and myself went 12 miles further and camped, We think, in 28 miles from the sink of the river. they are cutting grass for the Desert. here we wait for the waggon.

July the 18,1850. Traveled 6 miles, waited for the wagon, it come up at 12 o'clock. Thought this was the Desert men made hay to cross it with we did not. Met a company coming back from California, news not very flattering. Brown sick to day. A german drownded here to day.

July the 19th,1850. Traveled 22 miles over a fine road. water plenty not good, grass scarce on account of the bottoms being overflowed. Brown still sick. Saw a man to day that had not eat a bite for 3 days, Saw where there had been some harses skined to eat. a man drownded here today in a small hole of water by falling in.

July the 20, 1850. Traveled 18 miles over a bad road. Sand very deep some rocks. left one oxen the carter oxen. Brown better.

July the 21,1850. Traveled 9 miles forenoon over a very sandy road, left the white Bruner ox miered in the mud this morning. Afternoon 18 mile Traveled till 11 o'clock at night. very little grass to day, bottom still covered with water, and miery.

July the 22,1850. Traveled 15 miles over a good road, grass better today, water getting worse, warm and brackish, the road dry and dusty. We wil Travel tonight. Still plenty of alkily. Traveled 8 miles last night. camped without water or grass, very rough place could not get the river.

July the 23,1850. Traveled 12 miles this morning before breakfast. afternoon traveled 10 miles and camped without water or grass or wood. Dead animals all along the road. Men are suffering for something to eat. I never heard such a cry for bread and beefe.

July the 24,1850. Traveled 15 miles to day and stopped to make hay for to cross the Desert. Good grass here but

it is allmost covered with water. it is 65 miles from here to the other side of the Desert.

July the 25,1850. Mayde hay to day. a great many Indians heare, a great many dead horses heare and more that cannot cross the Desert.

July the 26,1850. Traveled 20 miles down the river over a good road, grass tolerable good, water very bad taste. We are in 5 miles of the Desert.

July the 27, 1850. Drove 5 miles this morning to the sink of the river. Left there at 1 o'clock to cross the Desert, 10 miles and rested one hour. 12 at night, rested one hour, at daylight rested one hour then drove to the river by one o'clock. Grass and water good, this Carson river. 3 of our cattle gave out and we left them.

July the 28,1850. To day we got over the Desert about 1 o'clock. 3 cattle gave out last night, the black bald More ox, then one 3 years old then the spotted Bruner lead ox. Men suffered greatly for water in crossing the desert, some beging water and some provisions but could not get neither.

July the 29,1850. To day we laid and rested till evening then we commenced packing. Traveled 7 miles and camped. This morning we butchered the last oxen we had. Sold the four [fore] quarters for \$19.75 Dried the hind quarters and eat them. Brown is to haul our close over. there one is provision [?].

July the 30,1850. Walked 20 miles, by 12 o'clock crossing a desert of 16 miles where we struck the river again the Salmon Trout. We now have a Desert of 26 miles to walk by tomorrow morning. got over the Desert by sunrise though we stoped and sleped 4 hours in the Desert. the Desert is very sandy, places rocky.

July the 31,1850. Walked 10 miles up the river,afternoon 15 miles to a tradeing post where we staid till morning.

August the 1,1850. Walked 7 miles to a trading post,7 miles to another, $\frac{1}{2}$ mile to another, $4\frac{1}{2}$ miles to another, $1\frac{1}{2}$ to Morman station, 6 stores there,25 miles to next post, $7\frac{1}{2}$ miles and camped.Heavy frost this morning and some ice. Fine grass on this river and plenty of clover all the way up after the Desert.

August 2,1850. Walked 10 miles to another post at the mouth of the large canion. 20 miles from the mouth of the canion to the first Mountain. had good water all day, Crossed Carson River four times to day, 3 bridges and one ford. snow all arround us this evening. Heavy frost this morning. very rough through the canion. road worst.

August the 3,1850. Walked 10 miles over a high snowy Mountain the worst road I ever saw., very rocky, a trader

at the foot of the hill. Walked 18 miles after noon over the Seranevada mountains, it is the hyest on the road, walked over snow 20 feete deepe.

August the 4,1850. Walked 35 miles over a very rough road, a great many traders to day.

August the 5, 1850. Walked 20 miles to hang town, road good. passed Johnsons ranch. in 2 miles of the town found miners plenty, they gave us poor incouragement, said they did not make their board.

[No date] First weeke in the diggins was not able to half work and did not make our board. When we got in we were perfectly strapped, went in det for our tools and provisions to commence with.

Second weeke did not make our board.

3 weeks cleared our expenses."

"The City of Broken Hearts"

By

IDA MCPHERREN*

The last few years men have turned their faces up toward Bald Mountain which is twenty-two miles from Sheridan, Wyoming, and six miles from Dayton. There is not a man alive today of the gold venture of half a century ago. But the hill of disintegrated ore, the worm-eaten lumber, the fallen logs and scattered remnants of beveled mirrors that ran along the back of the up-to-date saloon erected on a mountain peak are all grim reminders of a day when men staked their fortunes and their life savings on a mountain of gold.

There are people today who still believe that Fortunatus is an Indian name for broken hearts just as many believed in that day. The idea that Fortunatus was the Indian name for broken hearts arose from the fact that Fortunatus came to be known as "The City of Broken Hearts."

The postoffice that was established to serve a mountain metropolis was named for the European legendary hero who received an inexhaustible supply of gold from Fortune. The reason it became known as "The City of Broken Hearts" is because it came to be just that—a city of broken hearts.

When the first white men came to what is now the vicinity of Sheridan, the Indians told them weird tales of gold on top of the mountain that had no trees. This mountain was dubbed bald by the early prospectors and mountain men and it has remained Bald Mountain through the years. It was nicknamed "Baldy" by the prospectors.

As early as eighteen hundred seventy Arapahoe Brown who figured so conspicuously in the range war in Johnson County prospected around Bald Mountain and brought back the report that the mountain wore a crown of gold. Old-

*Ida McPherren's (nee Miller) writings are well known throughout the West, and her gems of poetry are welcomed by numerous periodicals and newspapers. She has received the unique distinction of membership in the Eugene Field Society and the Mark Twain Society and the National Writers Club of Denver, for her excellent craftsmanship and her contribution to contemporary American literature. Some of her works are: **Trail's End**, **Empire Builders**, and the **Banditti of the Plains** (1930), which carried Mercer's story of the same name that had been suppressed for thirty-six years, along with her well-known poem, **The West** and her song **The Love of Ah-ho-appa**.

time prospectors had always said that, and they never stopped searching for the mother lode while living on the gold they brought down in small bottles and exchanged for supplies they took back up the mountain.

July tenth, eighteen hundred ninety, one of the intrepid prospectors came upon a rivulet of running gold and ran down the mountain to report his findings to men whom he knew to be interested in old "Baldy." These men sent a sample of the ore to the East to be assayed and capitalists came back with the report that the ore assayed at an average of three hundred dollars a ton.

The capitalists were taken up the mountain in the old springless buckboard drawn by the sure-footed but slow-going mules. This did not dampen their ardour and they agreed to furnish the very latest mining machinery and equipment if local capital would furnish the buildings which were to be well constructed and modern in every way.

From that day on Dayton Gulch vibrated with voices of men at work on the rough-hewn road over the mountains between Sheridan and the city that was being built on a mountain peak. Here was a long line of ten-yoke ox teams hauling machinery and mining equipment, shipped by Eastern capitalists, to the terminus of the railroad at Sheridan. The lumber, logs and furniture were purchased with local capital.

When the wheels of the machinery started to revolve on old "Baldy" there had been erected an up-to-date hotel with running hot and cold water and electric lights in the rooms. Substantial two-roomed, modern frame dwellings and log cabins for the workers had also been completed, along with a saloon with bevelled mirrors and cut-glass decanters and goblets; a combination dry goods and grocery store; repair buildings; a supply house and a postoffice. It represented a fortune furnished by men in Sheridan who staked all they possessed on the little city. Many of them had mortgaged their homes to get the money to do it.

Fortunatus was gay with work in the day and gay with revelry late into the night. Money flowed like the gold in the little rivulet. Men's enthusiasm soared like the eagles in the mountain vastness and hope was boundless.

Perhaps, that was why when the truth fell like a thunderbolt in the midst of the men waiting in the city for the gold to pour into the coffers of the company, it hit so hard—the large deposits of gold were in the form of flour dust and floated away with the black sand from which it could not be separated, at least, not then nor has there yet been discovered a way to save it.

Men who had journeyed across a wild, unconquered West and staked their all on one of its mountains; men who had put their earnings of a life time into it; men who had borrowed capital to build a business dependent upon Fortune's fancy; men who had spent the best part of their lives to find the precious yellow metal and men who had lost their homes and their health learned with a bitterness that broke their hearts that there was no way to save the flour gold. They left the city on the mountain and it became known as the city of broken hearts.

A Sheridan newspaper of September 3, 1896 relates that Fortunatus was placed in the hands of a receiver. Mr. C. L. Tewksbury of the Fortunatus Mining Company made the startling announcement that nearly all the rock ledges in the vicinity of Bald Mountain contained gold in some form which assayed from a few cents to one-thousand two-hundred dollars, making an average of two hundred dollars per ton.

When men visit Bald Mountain and envisage the gold there, they recall the many stories and legends about the city on its top that became a city of broken hearts and, up to now, they have turned back.

Biographical Sketch of David Miller

By

ELLEN MILLER FULLERTON

David Miller was born in Sterling, Scotland, January 11, 1847. He was educated at Perth Academy where he and Sir Henry Drummond were both class and seat-mates.

Mr. Miller's fine baritone voice brought him early recognition and in a musical contest in Edinburg he won the Queen's cup against fifty competitors. Later in Cheyenne he was prominent in musical circles for his voice was a great asset to the religious and social life during the early days.

While still in Sterling, he learned the precision trade of watchmaker and manufacturing jeweler and was Wyoming's pioneer watchmaker.

Before leaving Scotland he was received into the fellowship of the Bruce and Thistle Masonic body of historic Bannockburn, and had the distinction of being the oldest Free Mason in Wyoming.

When only twenty-one years old Mr. Miller left his native land and came to Wyoming Territory, arriving on the first passenger train that entered Cheyenne on November 14, 1867.

He belonged to the gradually diminishing group who had laid the foundation for the business and cultural life of Cheyenne and for sixty years was identified with the growth and development of the City.

Mr. Miller was a resident of the embryo city of Cheyenne when its population was 800 or 1000 and saw it grow into a city of 10,000 in a few months time.

Marauding Indians were an ever-present menace and not long after Mr. Miller's arrival an attack by a band of Indians on a white man occurred about a mile down Crow Creek where it was observed from Cheyenne. Miller was one of three men who volunteered to go to the scene to see if anything might be done for the unfortunate white man, but upon their arrival they found a scalped and otherwise mutilated corpse.

For many years Mr. Miller was dramatic critic for the New York Times and was instrumental in bringing the best theatrical talent and grand opera to Cheyenne. He en-

joyed the personal friendship of Bill Nye and Eugene Field during their years of newspaper activity in the Rocky Mountain region.

In politics he was a Jeffersonian Democrat, and was appointed by Governor Campbell to serve in the first court that convened on May 25, 1869. He was a member of the Territorial Legislature in 1883 and held various offices in the City Government. In 1898 he received the nomination for Secretary of State, a year in which the Democratic party was in the minority. However, with overwhelming odds against him he whetted his fighting spirit and made a remarkable campaign. Although the normal Republican majority in Sweetwater County was 1000 votes, he not only carried the County but also led his opponent in several other counties and was defeated by only a few thousand votes.

Mr. Miller was married to Christina Gogan of Dunlap, Iowa, November 14, 1871. Mrs. Miller passed away August 20, 1901 and his son, David, Jr., died November 3, 1892. Mr. Miller died in 1927.

Still living are two daughters, Jean Miller Deering of Boone, Iowa, widow of Iowa's prominent physician and surgeon, Dr. Albert B. Deering, and Ellen Miller Fullerton of Los Angeles, widow of John H. Fullerton, a former businessman of Cheyenne. For many years Mrs. Fullerton was identified with the educational system of Wyoming and social welfare work in Cheyenne.

*Sheep Trailing from Oregon to Wyoming*¹

By

HARTMAN K. EVANS

Edited by

ROBERT H. BURNS^{2*}

(During the early 80's, many sheep were trailed to Wyoming from the West and South.) Such enterprises were quite profitable since sheep sold for over twice their cost even when in poor condition after three to four months on the trail.

Very few complete trail records are available and among these are the trail record of Hartman K. Evans of the firm Sargent, Homer and Evans. This firm kept a good set of

1. This diary of Mr. Evans was given by him to the University of Wyoming and is now in the Archives Division of the University Library. It was originally in the Library of N. E. Corthell, pioneer lawyer of Laramie, who gave it to J. A. Hill, his son-in-law, who in turn gave it to R. H. Burns, the editor, who returned it to Mr. Evans in 1934.

2. The Editor wishes to thank Messrs. Hill, Corthell, and Evans for the diary and supplemental information. He is indebted to the Archives Division for the loan of the Sargent and Homer Journals from the Corthell Collection and wishes to thank the Mississippi Valley Historical Review for permission to republish the Evans Sheep Trail Diary with supplementary material.

Robert H. Burns contributed the Hartman K. Evans "Diary of Sheep Trailing from Oregon to Wyoming" to the **Mississippi Valley Historical Review**, March 1942. Permission has been granted to reprint it in the **Annals of Wyoming**.

*BIOGRAPHICAL SKETCH—Dr. Robert H. Burns, University of Wyoming Wool Specialist and Head of the Wool Department, was born in 1900 on the Flag Ranch, nine miles south of Laramie. He attended Regis College in Denver and in 1916 entered the University of Wyoming to study agriculture, graduating in 1920. In 1921 he obtained a fellowship at Iowa State College and received an M. S. Degree in Animal Nutrition. He then taught at New Mexico A. & M. College and at the University of Arizona. Since 1924 he has been with the Wool Department at the University of Wyoming.

In 1930-31 he studied at the University of Edinburgh and obtained a Ph. D. Degree in Science working in Animal Genetics. While there he and others developed the "Wyedina" (Wyoming-Edinburgh) and "Wyedesa" fleece calipers to separate the wool from a measured patch of skin to determine how thick the wool grows on the skin. In 1938-39, he was called to Washington to organize the work on wool shrinkage in the Wool Division of the U. S. Department of Agricul-

books among which are the old statements of the expense of the trailing operation.

In 1882, Hartman K. Evans and his partner, Robert H. Homer, drove three bands of sheep, 23,000 in all, from near Pendleton, Oregon, to Laramie, Wyoming, a distance of some 850 miles. They left on May 27 and arrived in Laramie four months later.

Evans served as trail foreman of this drive and supervised the movement of the three bands. Mr. Homer was also along to take care of business details.

Each band had a foreman, three helpers and a cook who drove the grub wagon—five men in all. They were accompanied, of course, by the indispensable sheep dogs. Of the fifteen men who started with Evans, only three came all the way through. The others left whenever sick or tired of the job, and at times Evans found himself very shorthanded. The dogs also played out pretty badly on the trail, developing sore feet which made it impossible for them to assist in trailing the sheep in the right direction when beckoned to do so (letter Evans to Burns, April 9, 1934).

According to Evans' recollection, the foreman of each band received fifty dollars a month and the other men, including the cook, forty. Mr. Evans' recollection is proved right by the Journal Records of Sargent and Homer. Food for men and beast was quite plentiful. The men were always well supplied with mutton, of course, and when they encountered a cattle drive, mutton was exchanged for beef.

ture. In 1946 he was selected as the livestock consultant of the China-United States Agricultural Mission and was sent to China for six months by the U. S. Departments of State and Agriculture to work with Chinese colleagues and to make out a program for research, teaching and extension work in Chinese Agriculture. In 1949 he was selected as the livestock consultant for Overseas Consultants Incorporated of New York and spent three and a half months in Iran making a survey of conditions in that country. His Department has had graduate students from many parts of the world and the wool short courses given each winter are very popular with the sheepmen from neighboring states and Canada. His research work has dealt with the physical measurements of fleeces including wool growth, fleece fineness and fleece density. He has worked with wool shrinkage or yield for many years and has developed methods of hand sampling for determining the clean weight of fleeces. He has published many bulletins and articles in American and English journals covering not only wool research but also fur farming and ranch history. He has furnished considerable material for the **American Wool Handbook** by von Bergen. He has collected one of the outstanding wool libraries of the country and has also collected the most complete set of wool samples from all sections of the world including some extremely rare samples of Saxony Merino of the 1830 clip.

In addition, all kinds of canned goods were carried in the grub wagons. The original bill of groceries and supplies purchased at Pendleton, Oregon, was made up as follows:

Hardware from J. M. Leezer	\$ 37.38
Wagon, (8x9" truss skein) Tongue Springs and bows from Shoemaker and Mattoon	121.75
5 saddles @ 15 mats budles, hobbles, harness, wagon sheets, etc., from Joe Bairler	174.25
Groceries and supplies from Alexander and Frazer including canned goods, dry goods, etc.	300.48 ³

The following entries are taken from the Sargent and Homer Cash Book and note the expenses of the trailing operation covered by the Evans Diary.

SARGENT AND HOMER CASH BOOK

January 13, 1882	Draft thru Alexander & Frazer for money to purchase stock in Oregon	\$ 5000.00
January 31, 1882	Expense of telegram to Homer in Oregon	2.00
April 8, 1882	Check of money deposits from Pendleton trip. Drew this day	270.00
April 8, 1882	Interest on note of \$5000 given Laramie Bank, January 27, 1882 for funds to purchase sheep in Oregon	118.33
April 7, 1882	Samuel Webb, Jr. Money to defray expenses to Oregon	30.00
June 14, 1882	Received from Balch & Bacon on account of wethers purchased in Oregon and deposited	5000.00
Sept. 29, 1882	To Wm. Child. Wages on trail	200.00
Sept. 30, 1882	R. H. Homer, Trail expense	25.00
Oct. 2, 1882	H. K. Evans, Trail expense	680.00
Oct. 3, 1882	Note paid Laramie National Bank given April 8	7500.00
	Principal	
	Interest	457.50
Oct. 24, 1882	First National Bank. Pendleton. On account note of R. Alber	3021.55
November	Cash sent to F. W. Sargent from trail money	1000.00
Dec. 12, 1882	Wm. Childs. Balance of wages on trail herd.	51.00
Dec. 1882	Expenses on trail herd	1110.00
	To R. H. Homer	200.00
	Check (F.W.Sargent)	300.00
	R. H. Homer's account balances to above date with F.W.S. (F.W.Sar- gent) in Boston ⁴	

3. From original statements in Corthell Collection, University of Wyoming Archives.

4. Corthell Collection, University of Wyoming Archives.

Pendleton, Dr., 25th May 1883. Messrs. Sargent and Homer. Bought of Alexander and Frazer Dealers in General Merchandise.

April 28	to Frazer and Kester (probably sheep)	\$ 2,000.00
May 1	Pr. Blankets	3.00
May 12	Order (Al Vogel)	175.00
May 14	Mdse. for Hill	295.98
May 16	Order (Shoemaker and Matoon)	121.75
May 17	Order (Joe Bayler)	174.25
May 18	2 Towels 1.00 2 yds. crash .50	1.50
May 19	Order (Childs)	500.00
May 19	Cash (Exchange)	31.25
May 19	Order (J. M. Leezer)	37.00
May 23	Order (Frazer and Kester) (probably sheep)	21,512.50
May 23	Cash	100.00
May 25	To order (Horn & Co.)	52.85
		25,005.08
April 28	By Check	5000.
May 3	By Check	20,000.
May 21	Pistol and cartridges returned 5.50	25,005.50
	Balance due R. H. Homer	.42

Frazer and Kester were probably the partners from whom the sheep were purchased. A total purchase price of \$23,512.50 taking Evans' figure of \$1.50 per head, would figure out 15,675 head of sheep purchased. There is a slight discrepancy in figures for if we take 23,000 head the figure mentioned by Evans, it figures out at around a dollar a head. The Cash Book of Sargent and Homer gives the figures for the trail expense both for 1882 and 1883 while the original statements for the Pendleton firms are for 1883. Sargent, Homer and Evans trailed sheep from California in 1881, and from Oregon in 1882 and 1883.

There is no record of the sex of the sheep in the trail herd but it is likely a high percentage of them were wethers. One entry in the Sargent and Homer Cash Book already used as a reference, states that in June 14, 1882, they received from Balch and Bacon \$5000 on account of wethers purchased in Oregon. These wethers were in the trail herds under Evans' care. They were purchased at an average price of \$1.50 a head and 10,000 were contracted for delivery at Laramie, Wyoming at \$3.00 a head. (Letter from Evans to Burns, April 12, 1934). These may have been the wethers Balch and Bacon contracted for. Evans arrived in Laramie late in September 1882 with a loss of only 820

sheep out of 23,000. This was considered a very good record. (Letter from Evans to Burns, April 9, 1934.)

The following entries from the diary of Hartman K. Evans give a clear picture of the daily routine of a trail drive. Because this diary or journal touches on a relatively unexplored field of Western history, it is an interesting feature of the early sheep industry of Wyoming and the West.

Maps have been made showing the nightly camps on this trailing operation. These three maps, showing the trail in Oregon, Idaho and Wyoming, are shown by courtesy of The Iowa State College Press, Ames, Iowa, publishers, as well as Edward Wentworth who wrote "America's Sheep Trails" and who prepared the maps from the information in the Evans Sheep Trail Diary.

May 27th, 1882—Started on horse back from Pendleton to La Grande at 7 A. M. arriving at the latter place where I found Homer at 7 P. M.

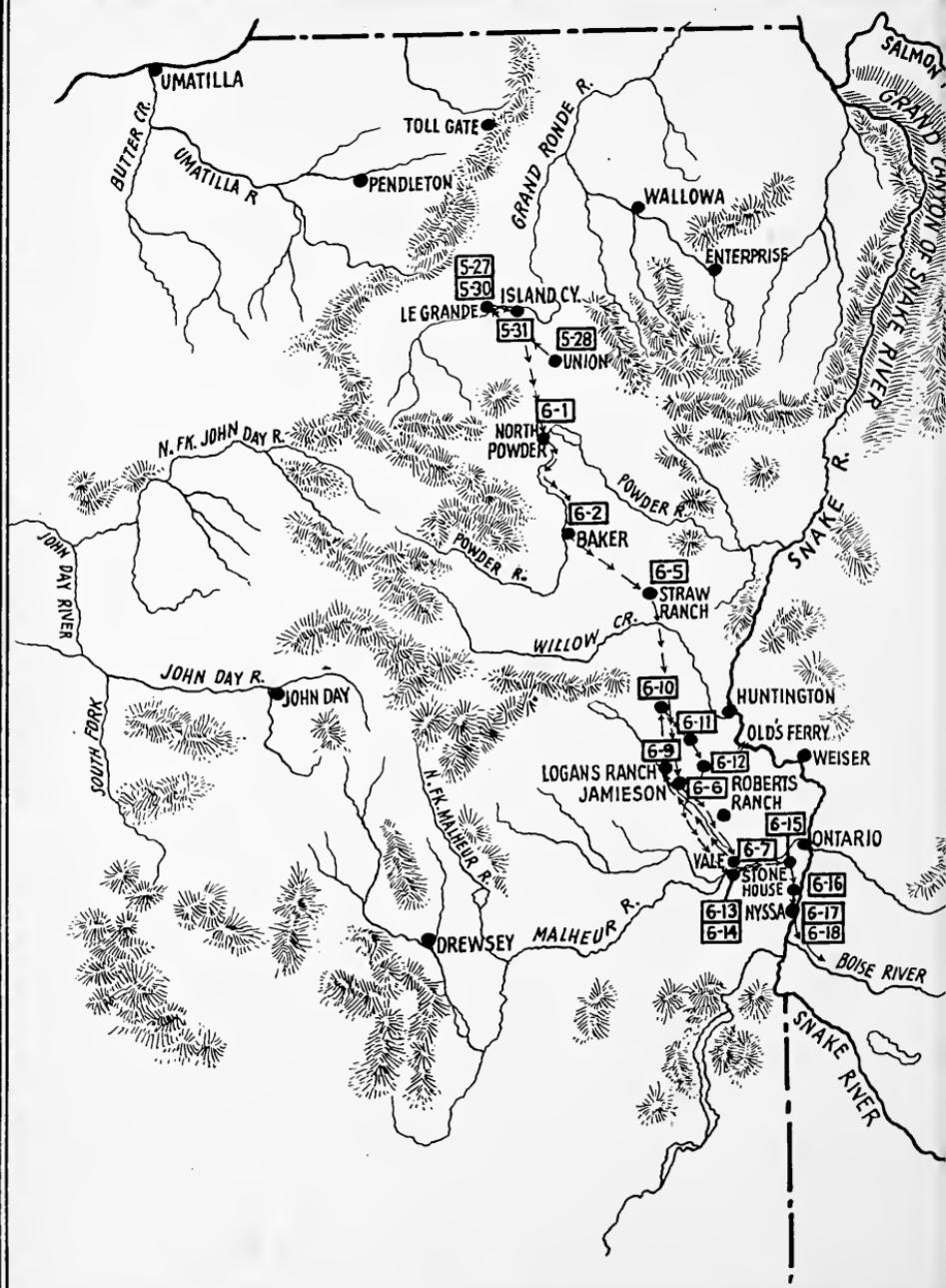
May 28th—Started with Homer at 7 A. M. horse back to look for sheep. Got dinner at farm house sixteen miles from La Grande. Separated from Homer about one mile beyond, he going towards Baker City and I to Union.

May 29th—Left Union at 6:30 A. M. and went to La Grande. Found Hamilton camped above town. Went back and met Webb. Camped for the night at a lake about 3 miles from La Grande. Good running stream just below. Feed first rate. Plenty of wood.

May 30th—Drove in the morning about three miles and camped above town by a small stream. Had a bad canyon to cross with steep banks near Albee. Lost 500 sheep. Went on in the afternoon towards Ladd's Hill. Left the band to go back to La Grande to join Lon tomorrow. (This loss of 500 sheep is the largest one recorded out of 820 head which Evans mentioned in his letter of April 9, 1934. For other losses, see entries of June 5, August 3-4, August 9 [R. H. Burns].)

May 31st—Joined Lon just before he came to the Albee canyon. Camped at noon above town. Drove in the afternoon about $2\frac{1}{2}$ miles and camped at the side of the hill just above stage road. Wagon about 400 yards below. Sheep very uneasy all night. Good stream of water. No wood.

June 1st—Drove over in the morning to foot of Ladd's Hill. Had a good deal of trouble getting the sheep through the lane. Good sized creek coming down Ladd's canyon and



Reproduced from AMERICA'S SHEEP TRAILS by Edward N. Wentworth, The Iowa State College Press, Ames, Iowa, 1948.

plenty of wood. Drove up over Ladd's Hill in the afternoon and camped where wagon road strikes trail. Plenty of wood and water. No feed all day until half past five on top of hill where it was very good.

June 2nd—Left Lon's camp in morning and came to North Powder. Found Webb camped about one mile beyond town having passed North Powder River by bridge through town. Took dinner at North Powder and went to Baker on horseback in the afternoon. Beyond North Powder are two roads; one to the left goes over toll bridge which can be crossed for about \$10.00; right hand road goes to Baker and is the stage road. Sheep can cross main Powder on bridge at Baker.

June 3rd—Went over accounts with Homer. Hamilton in town in afternoon. Said he was going through town early in the morning. Homer left on the stage in the afternoon for Kelton. Both Webb and Hamilton camped close to town.

June 4th—Webb started through town early in the morning, Hamilton coming directly behind him. Both bands were over the bridge before 6 o'clock. Started back to meet Lon and found him camped about 11 miles from Baker. Found there is better feed to be had by taking right hand road 8 miles from town and going by Wingfield.

June 5th—From Baker down Pleasant Valley to the left of stage road and Alder Creek until coming to canyon 13 miles from town. Take hills to left of canyon towards old emigrant road and meet wagon where old emigrant road meets stage road at Straw Ranche. Plenty of wood along Alder creek. Also poison. We lost 5 sheep by it.

June 6th—From Straw Ranche keep to left of stage road until you strike Burnt River about six miles beyond Straw Ranche. Follow it down for three miles and cross on bridge at settlement, leaving stage road to the left. Take across mountains to Rye Valley about 10 miles. Poor feed. From there across mountains to Willow Creek taking right hand road on top of hills (17 miles) short cut at fork of roads by taking between them.

June 7th—Follow down to Willow Creek on the left hand side until you come to Roberts Ranche about 12 miles, where you cross the creek on bridge and follow down it to Malheur River about 10 miles. Poor feed and bad water all along the valley. Plenty of wood. Lots of sage brush.

June 8th—Cross bridge at Stone House across Malheur River and take left hand road for McDowell's ferry on Snake. Nothing but sage brush and sand. A little grass some distance off the road. No water until you get to Snake River about 18 miles from Malheur.

June 9th—Rode back from Malheur to Logan's Ranche on Willow Creek two miles above where Rye Valley road comes in. Stayed at Logans over night.

June 10th—Started towards sheep in morning and met Webb just above Willow Creek. Hamilton about 10 miles back and Lon I found camped for noon at foot of hill just east of Rye Valley. Took left hand road towards Farewell Bend at top of hill and camped on creek at mouth of canyon about six miles from Rye Valley. Good water and feed for the last three miles.

June 11th—Followed along wagon road to top of hill and down creek for about two miles. Camped at lower end of large flat for noon. Came on down Durbin Creek for about 1½ miles. Took to the right and came along hills above canyon for about 3 miles where road to Willow Creek goes off to the right. Camped for night at junction of roads. Plenty of wood. Very bad water. Sheep stayed all night on hills about 2½ miles from camp.

June 12th—Wagon took Willow Creek road in morning before breakfast and camped at first creek crossing road. Sheep about 2 miles to the right. Camped for noon on Birch Creek. Sheep started across hills and wagon took first right hand road. Made dry camp in big canyon about 4 miles from Birch Creek.

June 13th—Left sheep in morning and came on to Malheur River. Found Webb trying to cross his sheep. Worked till 5 P. M. and only got about 2000 across. Crossed the rest on the bridge.

June 14th—Hamilton came down and crossed Bridge about 3 P. M. Went out to meet Lon and sent up to store on Willow Creek with him to get supplies for cook. Camped about one mile from Stone House.

June 15th—Helped Lon across bridge in morning and went on to Hamilton's band. Camped on Malheur for noon about 5 miles from Stone House. Bad country to drive through. Big sage; sheep could not get to water. Camped for night on Malheur about 1½ miles below store. Better watering place 1½ miles below close to Big Butte.

June 16th—Take right hand road and strike across hills over to Snake River, watering at slough about 8 miles from aforementioned Butte and just beyond ranche. Were unable to reach there before dark and had to make two dry camps. Wagon camped by slough, sheep about a mile up on the hills.

June 17th—Sheep came down to water in morning before breakfast. Camped for noon on river near lake about 3 miles from ferry. Camped at ferry corral at night.

Sunday, June 18th—Ferried all the sheep—Count 6859. Lon came up in the evening and camped by ferry.

June 19th—Lon began crossing his sheep. Rode on and found Webb camped for noon on road 28 miles from Boise. Rode to canyon ferry on Boise River and made contract. Camped for night close to ferry.

June 20th—Webb began ferrying sheep. Went back to Hamilton who camped for noon on ditch and slough $1\frac{1}{2}$ miles beyond where New Ferry road comes into Boise stage road. Good watering place. Lon camped for night on hills $1\frac{1}{2}$ miles from stage road.

June 21st—Went on with Lon to ferry again. Hamilton nooned about 3 miles from ferry and camped for night at slough about $1\frac{1}{2}$ miles from ferry where there is little feed.

June 22nd—Began ferrying Hamilton sheep; went on and camped with Webb on 10 mile Creek.

June 23rd—Came in town with Webb in morning. His wagon came in in afternoon to be outfitted.

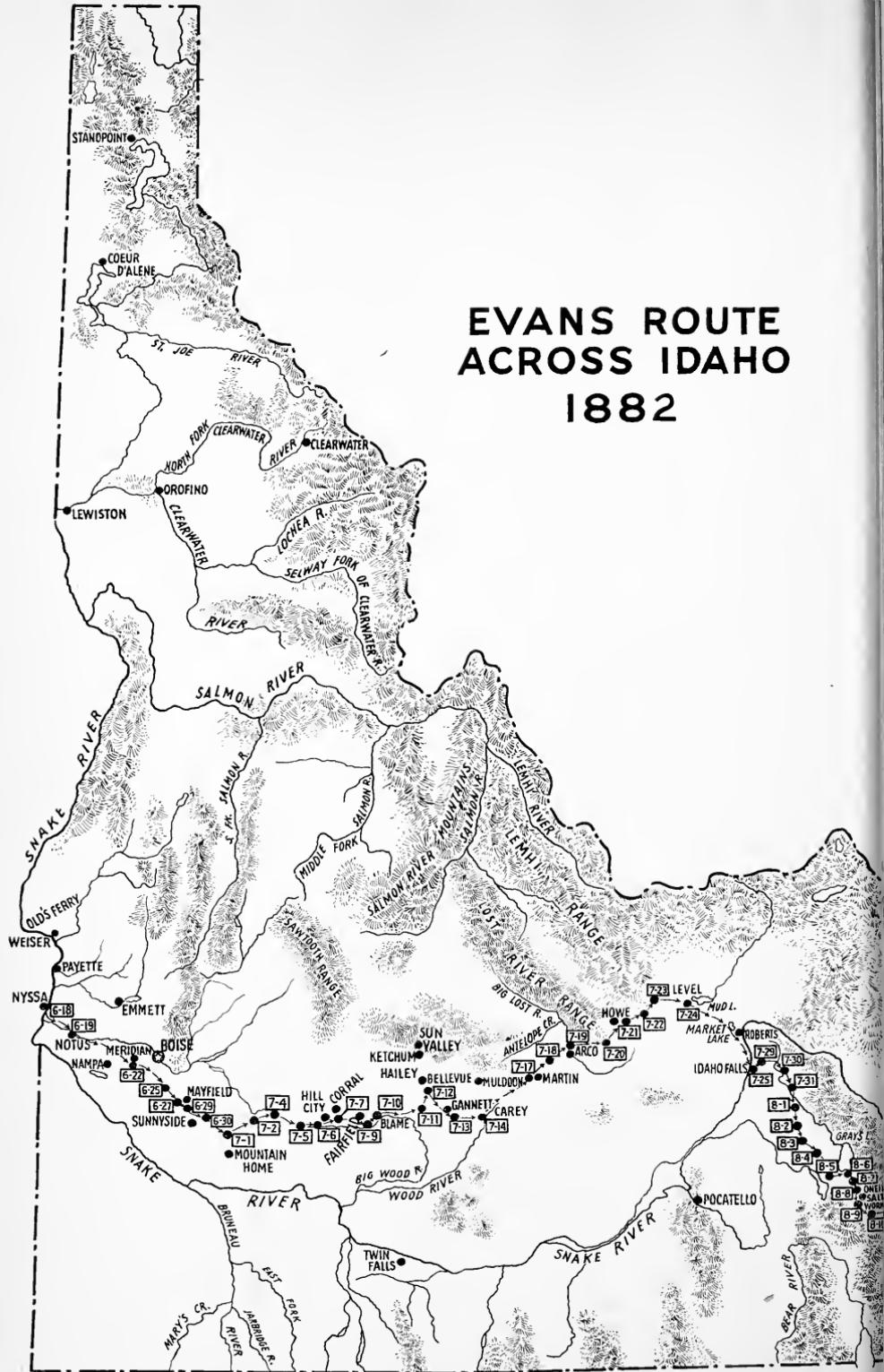
June 24th—Stayed in town all day.

Sunday, June 25th—Hamilton came in town with his wagon at 12 o'clock and quit work at 2. Hired a man and went out with him to hunt Webb, whom I found camped near stage station, 16 miles from Boise. Sent Child back to the other band.

Monday, June 26th—Came to town in morning and saw Lon. In the evening was accosted by Reidenbo, who said our sheep had been in his field. Told him the ones he meant belong to Lang & Ryon.

June 27th—Was subpoenaed as witness to prove brands on sheep. Case continued in the afternoon till tomorrow. Went out to Childs band and found them camped on creek about 22 miles from town and one or two miles from store.

EVANS ROUTE ACROSS IDAHO 1882



June 28th—Came back to town in morning passing Kermarer's band in field. Damage difficulty settled. Joined Lon and camped close to creek about 15 miles from town (Black Creek).

June 29th—Brought sheep to creek to water. Camped for noon on creek 21 miles from town. Sheep did not get much water at either one, nor in the evening on Indian Creek where we camped close to store. Water so shallow and muddy that sheep would not drink.

June 30th—Came on Child's band in morning which nooned between Willow and Syrup Creek, about $1\frac{1}{2}$ miles from the latter. Good water in both. Camped on Syrup Creek. Good watering place for sheep. Willow Creek was also a good place.

July 1st—Drove over hill in morning and camped on flat about 5 miles from Syrup Creek (Long Tom). Fair watering place and good feed. Came on about 3 miles in the afternoon and camped where the trail goes off to the left and close to Long Tom Creek.

Sunday, July 2nd—Over hill to Dixie Creek, 2 miles from where trail takes to left and 6 miles to Little Camas prairie where we nooned. Fine watering place. 3 miles to meadow with several miry sloughs in it where we camped. Good water. No wood.

July 3rd—Over hills to High Prairie, 3 miles and a half. Nooned one mile further on. No water or wood. Camped about 1 mile beyond end of High Prairie.

July 4th—Went back to Lon who nooned at Little Camas and camped at meadow 3 miles beyond. No wood. 1 mile further to Castle Rock where there is a good spring and plenty of wood.

July 5th—On to High Prairie for noon, 4 miles; and to first creek beyond for night, 5 miles.

July 6th— $3\frac{1}{2}$ miles to creek with wood and splendid grass. 4 miles to creek at commencement of open prairie for night. Wood hard to get all through Camas.

July 7th—3 miles in morning to creek and 4 miles in afternoon to Corral Creek.

July 8th—Left band in morning and came to Bellevue about 40 miles, through which place Webb and Child both passed within a couple of hours of each other.

Sunday, July 9th—Left Bellevue in morning and went back to Lon. Camped on Camp Creek, 3 miles west of Willow Creek which is at Nevada Saloon, 20 miles from Bellevue.

July 10th—Nooned on Willow Creek about 1 mile below store. Camped on creek close to road 4 miles beyond.

July 11th—Nooned on Rock Creek, 5 miles. Camped on creek 5 miles beyond and 3 miles from Wood River.

July 12th—Camped on river by bridge for noon. Crossed and made dry camp for night about 4 miles from river on flat. Kraft stopped over night with us.

July 13th—Nooned on headwaters of tributary of Silver Creek about 4 miles, near ranche and meadow **not fenced**. Sheep crazy for alkali of which there is some there, though not much. Camped about $2\frac{1}{2}$ miles beyond and $\frac{3}{4}$ of a mile from Silver Creek. Take left hand road where it forks.

July 14th—Went over hill to Dry Creek for noon $2\frac{1}{2}$ miles from Silver Creek. Crossed Little Wood River 3 miles beyond on toll bridge and camped on flat 2 miles beyond.

July 15th—Nooned on Fish Creek 7 miles beyond Little Wood River. Good camping place at Lake Springs[?] 4 miles and a half from river. Waited for Webb's band on Creek and camped with him.

Sunday, July 16th—Waited for Child and went on with him. Water 2 miles beyond Fish Creek and 4 miles beyond. Nooned on flat above last creek and camped on Deadman's Flat 4 miles beyond said creek. Take canyon preceding one stage road goes up for Deadman's Flat. Good creek running through flat. Nice watering place.

July 17th—Started up canyon in morning for Cottonwood. Left trail and followed up creek on left side. Terribly rough. Trail also very rough. Joined Lon's band beyond Cottonwood and followed stage road about 5 miles. Made dry camp. Sheep very uneasy all night. There is short but rough short-cut over mountains from Cottonwood to 15-mile creek.

July 18th—Followed stage road in morning about 7 miles over to 15-mile creek. Started in afternoon towards Lost River. Made about 6 miles and dry camp.

July 19th—Got to River about 11 o'clock, about 7 miles. Moved down River about 1 mile and a half towards bridge

(free). Webb and Child both came down close. Mosquitoes terrible.

July 20th—Came down and crossed bridge. Nooned on creek. Child and Webb also crossed in the afternoon. Drove in afternoon about $8\frac{1}{2}$ miles and made dry camp.

July 21st—Nooned about 4 miles from River and about 8 miles from yesterday's camp. Drove down to River in afternoon, watered and came on about 3 miles round sink of River. Made dry camp. Fence near watering place through which sheep are liable to go.

July 22nd—Drove to sink of Big Lost River, 3 miles and nooned on lake caused by sink. Good watering place. Came on 4 miles in the afternoon and made dry camp. Webb and Child both camped close to sink. Took left hand road at fork 2 miles beyond sink, but right hand road is said to be shorter (This is at 2d fork of roads not at first).

July 23rd—Drove over to Birch Creek, 8 miles and nooned. Fine watering place; lots of wood. Crossed creek, took road down creek 300 yards and then turned to left. Drove 6 miles and made dry camp.

July 24th—Drove in morning about 9 miles keeping on trail till we struck some sand knolls where we pulled off to the right about a mile and found good feed. Drove 5 miles in evening and camped within $1\frac{1}{2}$ miles of Mud Lake, which is a good watering place.

July 25th—Left band in morning and came on to Eagle Rock. From Mud Lake there are two trails; one leaving lake and going direct to Market Lake; the other following creek and going to Sand Holes. First is best and shortest trail, but the other not so far without water. Distance between two lakes by shortest trail good 20 miles.

Wednesday, July 26th—Stayed in town all day and took in the horse races!!!!

July 27th—Homer came up from Blackfoot in the morning and went back in the afternoon. Lon's band camped close to town.

July 28th—Lon's band crossed bridge in the morning and Child's in the evening.

July 29th—Webb's band came through in the afternoon and all his men quit work. He had no difficulty hiring other hands. He followed down road and camped on Willow

Creek 2 miles. Best way to take old Emigrant road from Eagle Rock and strike Willow Creek 4 miles from town.

July 30th—Came on Childs who nooned 1 mile west of spring which is 9 miles from Willow Creek. Took left road at fork so as not to cross the creek and watered on creek 3 miles beyond. Camped 500 yards from (beyond) creek.

July 31st— $2\frac{1}{2}$ miles beyond strike another small creek. Half mile further another, and half mile further still another. Nooned with Lon between last two creeks at good spring surrounded by willows. Came on about 3 miles and camped beyond small stream.

August 1st—Came on 4 miles in the morning and camped on good sized stream in canyon where road crosses on bridge and turns to the left on the other side. Camped for the night 3 miles beyond and corralled sheep in grove of trees. For the last 15 miles small streams of water every mile or two.

August 2nd—Came on 4 miles in the morning and nooned by small stream. Drove 5 miles in the evening and made dry camp. Spring and stream 2 miles beyond.

August 3rd—Watered sheep at first creek and drove altogether 6 miles nooning by small stream. Webb passed us at noon. Came 3 miles and camped above Willow Creek. Child went past in the evening. Saw a good many poisoned sheep.

August 4th—Came 4 miles in the morning and nooned on hills above Willow Creek. Came on 2 miles in the afternoon and camped close to ford of creek. Lots of dead sheep all the way.

August 5th—Crossed creek in morning. Left trail and crossed hills to the right, beyond small stream, short distance east of Willow Creek. Came down into level valley and nooned at old deserted ranche. Came on to Child's band who nooned 4 miles beyond. Left trail and large lake to our left and came straight across hills to another valley. Camped at far end of it close to ranche and blacksmith shop. Two streams of water there.

Sunday, August 6th—Came on with Lon about a mile and a half beyond blacksmith shop and nooned at side of hill. Camped on creek 5 miles beyond ranche and blacksmith shop. First water.

August 7th—Nooned on creek at edge of timber 3 miles beyond. Laid over all afternoon so as to let Child and Webb get out of the way.

August 8th—Started into the timber in the morning; drove 6 miles and drew off the trail to feed to the left. Fine feed. Strung them out again in afternoon and drove through the timber, taking left hand road at fork after coming out of canyon and camping near old Salt Works on flat. Lots of water all the way.

August 9th—3 miles in the morning to first stream beyond Salt Works (actual). Stopped there all the afternoon in order to recruit salted or poisoned sheep of which we had 50 to 100 sick ones.

August 10th—Drove 5 miles through canyon over the Salt River valley and nooned on creek that runs into the river. Drove up valley 3 miles and made dry camp.

August 11th—Crossed creek in morning, 3 miles and nooned on river, 6 miles. Sheep crossed river at noon. Recrossed river in afternoon, driving 4 miles and making dry camp.

August 12th—Came on Webb whom I found at first creek in timber about 12 miles from the edge. Camped for night 1 mile beyond top of hill and 15 miles from edge of timber. Spring on top of hill which is bare of timber and a good place to hold stock. Where we camped is also a good sheep camp.

August 13th—4 miles to creek and 3 miles farther to open flat and creek (Thomas Fork), where we nooned and found considerable feed. 2 miles farther to edge of scattering timber. Camped in open place 2 miles beyond. Streams of water at short intervals all along. One quarter of a mile belt of thick timber just before camp.

August 14th—4 miles and a half to top of hill through very thick timber and up a hellish steep hill. Nooned on top. 2 and a half miles down hill through very bad timber to open country. Camped on Hams Fork. Pleasant Valley about 3 miles beyond. Some feed along the creek. (Evans was probably on the headwaters of LaBarge Creek rather than on Ham's Fork. His mileage checks with the former but not the latter, which would have required thirty to forty miles more travel than he records [R. H. Burns].)

August 15th—Went back to Child who nooned in clearing this side of open valley, and camped about 2 miles beyond.

August 16th—Drove over hill in morning and nooned on edge of timber. Camped just beyond Pleasant Valley and at entrance of canyon.



Reproduced from AMERICA'S SHEEP TRAILS by Edward N. Wentworth, The Iowa State College Press, Ames, Iowa, 1948.

August 17th—Came ahead and took dinner with Newman's cattle which nooned about 6 miles from Pleasant Valley. Camped with Lon at entrance of canyon.

August 18th—Went on to Child's camp and was brought back to Lon's by the news that he had shot himself. Camped about 4 miles in canyon. (Lon was shot in a peculiar accident. He was leading his horse on the side of a steep hill, the horse being above him. The horse suddenly stopped and shook himself, and in so doing threw Lon's revolver out of the saddle holster. On striking the ground, the revolver discharged, the bullet going through Lon's thigh. Fortunately it missed arteries and thigh bone, so Evans loaded Lon in the wagon, washed the wound with cold water, and it healed perfectly within two weeks. Evans believes that Lon's last name was Murphy. Letter from Evans to Burns, May 10, 1934.)

August 19th—Drove in morning to second creek beyond canyon going up on hills to left and coming down canyon parallel to the one the trail goes by. The creek is 5 miles from end of canyon. Sage brush and no feed. 5 miles in evening and dry camp in sage brush desert.

Sunday, August 20th—6 miles to Willow Creek in morning where we found good feed. 7 miles in afternoon through small sage brush with scattering grass off the trail. Dry camp.

August 21st—7 miles in morning to Green River. Good feed all along the bottom. Helped Webb to finish crossing his sheep and laid over in the afternoon.

August 22nd—Started crossing sheep and worked all day getting about 4000 across.

August 23rd—Finished crossing sheep at noon. Crossed wagon over to other side of river and camped for the night.

August 24th—Drove over to New Fork and crossed by 2 P. M. Made 5 miles in afternoon and dry camp.

August 25th—7 miles in morning to Mud Holes to left of trail where we watered horses and nooned. 6 miles in afternoon and camped 1 mile west of Muddy Creek.

August 26th—Came on, on horseback 8 miles from Muddy to first crossing of Big Sandy. 5 miles more to where you strike it again where I had dinner with Newman's cattle outfit. 5 miles to Little Sandy and 5 more to Golden. Made dry camp with Child about 5 miles farther on.

Sunday, August 27th—Rode on 18 miles to South Pass City. Stayed there over night.

August 28th—Came back to Lon's band and took Squire on to Webb's band to replace him. Camped with Lon on right hand trail near where the road forks.

August 29th—Nooned on hill 5 miles from fork of roads and half a mile above creek. Drove 6 miles in afternoon crossing big creek 4 miles from starting and making dry camp 2 miles beyond.

August 30th—Nooned by big rock 4 miles from South Pass City and 1 mile beyond small creek. Made dry camp 5 miles beyond South Pass.

August 31st—Drove 4 miles and crossed South Pass Creek; 2 miles in afternoon and crossed good sized creek making dry camp one mile beyond.

September 1st—3 miles in the morning and nooned on hills 2 miles farther there is a spring to the left of the trail. Camped on flat about $3\frac{1}{2}$ miles beyond spring.

September 2nd—2 miles further small stream running along left side of road for about a mile. Nooned 3 miles beyond. Came across hills about 4 miles to the Sweetwater by ranche where there is wire fence, about 3 miles below where the trail strikes the creek.

Sunday, September 3rd—Watered sheep and came on about 3 miles. Nooned on the creek. Drove $3\frac{1}{2}$ miles taking left hand road at fork and making dry camp to left of road.

September 4th—5 miles and came on to creek for noon. 4 miles in afternoon and crossed creek by the store and bridge camping just beyond.

September 5th—4 miles and a half in the morning following the line of telegraph poles, and made a dry camp. $1\frac{1}{2}$ miles to creek which we crossed and followed down on north side to avoid sage brush for $2\frac{1}{2}$ miles. Camped on creek.

September 6th—Crossed back to south side of creek and nooned close to it and about $\frac{1}{2}$ mile below store. Drove 5 miles and made dry camp, taking right hand road at fork of roads $3\frac{1}{2}$ miles from store.

September 7th—Kept to right of road away from wire fence and nooned on lake about $4\frac{1}{2}$ miles. 4 miles and a half in afternoon and made a dry camp.

September 8th— $4\frac{1}{2}$ miles to where the road strikes the Sweetwater again. Nooned on the creek. 4 miles in the afternoon and camped about $\frac{1}{4}$ of a mile from the creek and just at fork of roads.

September 9th—Took left hand road along the creek. Should have steered by the right hand road which is the shortest. Came 4 miles and nooned on the Sweetwater. Three miles in afternoon across hills and camped close to alkali bed.

September 10th—2 miles and nooned 1 mile west of wire fence and $\frac{3}{4}$ of a mile from the Sweetwater. 3 miles in afternoon and camped one mile to right of trail. Dry camp.

September 11th— $2\frac{1}{2}$ miles in morning and made dry camp $\frac{1}{2}$ mile from the Sweetwater and $\frac{1}{4}$ of a mile from the wire fence. Camped on road $1\frac{1}{2}$ miles from Tom Sun's ranche.

September 12th—Took to left of road and about $1\frac{1}{2}$ miles from it. Drove 5 miles and made dry camp at noon. 5 miles in evening and struck the road about 1 mile beyond the turn.

September 13th—5 miles in morning to store on Sand Creek. 4 miles in evening and dry camp.

September 14th—Rode on 3 miles to North Platte. 5 miles to creek—4 miles to another—6 miles to another—3 miles to Shirley Basin. 5 miles to lake. 7 miles to water in canyon to right of Basin. $1\frac{1}{2}$ miles to Child's camp.

September 15th—7 miles to Medecine Bow. 5 miles to Sheep Creek. 10 miles to a dry creek. 6 miles to Rock Creek Station.

September 16th—45 miles to Laramie where I arrived after dark.

September 26th—Number of Sheep in Child's Band 7569.

September 28, 1882—(When the remaining 12,500 head arrived at Laramie does not appear in the diary. However, the 10,000 head that had been contracted for at Laramie

were delivered and Evans shipped 2500 head to Mexico, Missouri, for corn feeding. Letter from Evans to Burns, April 12, 1934.)

September 29th—Number of Sheep in Murphy's Band 2129.⁵

5. When the remaining 12,500 head arrived at Laramie does not appear in the journal. However, the 10,000 head that had been contracted for sale at Laramie were delivered, and Evans shipped 2,500 head to Mexico, Missouri, for corn feeding. Evans to Burns, April 9, 1934.

The trailing of sheep and cattle was at its peak in 1882 but shortly after that the differential in price between Oregon, California and Wyoming declined to such an extent that trailing was no longer a profitable venture. Evans to Burns, April 12, 1934.

Sargent, Homer and Evans trailed sheep from California in 1881 and from Oregon in 1882 and 1883 (Sargent and Homer Cash Book, Corthell Collection, University of Wyoming Archives). After the trailing operations in 1883, they, as well as others, did not trail livestock from Oregon although Homer did purchase shorthorn cattle in Oregon during the 90's and early years of the 20th century.

Steedman and Rand trailed cattle from Oregon in the late 70's and left a detailed account of the operation in book form (*Bucking the Sagebrush* by C. J. Steedman, 1904).

The editor of this article, whose father was general manager for Homer for many years, remembers very well the numerous trips his father took to Shaniko and Burns, Oregon and points in Utah, in the early 1900's to purchase cattle for Homer. Later, however, the price differential was not favorable and the practice was entirely discontinued just prior to the first World War.

Almira Hadley Lewis Houston

By

LORA NEAL JEWETT*

One of the most interesting personalities I know is Mrs. Almira Houston, age almost ninety-six years young. Almira Hadley (Lewis) Houston was born on New Year's Day, 1854, on her grandmother's farm in Parke County, Indiana. As she grew to girlhood, Almira became known as "the flower of the flock" of her family of ten. Her mother, Jane Hill, in 1853, when just seventeen married Henry Clay Lewis in the Bloomingfield Quaker meeting house. Both had been born in Parke County, Indiana.

Of this union, Almira was the eldest child. A few months after her birth, her mother took her to live at her father's farm, which was within easy walking distance of Grandmother Hill's farm. Many a happy week-end and holiday were spent at her grandparents' farm house. This farm is well described in Mary Ellen Hill Allen's "Story of My Life." (Aunt Mary Allen was the youngest of the ten children of William and Achisa Hill, Jane Hill's parents.) The following is an interesting excerpt from that manuscript:

"The house on Grandfather's place was a story and a half, of hewed logs, weatherboarded and ceiled. At the east end was a one-story log house joining the taller front building. This had a large fireplace, there being a big double chimney in the center, or between the two buildings. The fireplace had a crane and a broad hearth for cooking. There was no cookstove and all of the cooking was done in iron pots hung on the crane which had pendant hooks and was long enough to hold two pots and an iron teakettle. Baking was done in round iron flat-bottom kettles or ovens with three legs two inches long, giving enough room underneath where hot coals could be placed to furnish the heat. These round ovens had iron lids with rims to hold the coals which were heaped on top to give heat. Today these utensils are called "dutch ovens" and are used in the West dur-

*BIOGRAPHICAL SKETCH—This article was written in collaboration with Carl Wall, grandson of Mrs. Houston, a prominent artist and engineer of California.

Mrs. C. Gordon Jewett, wife of a prominent ranchman of Big Piney, Wyoming has written a number of articles under the name of L. Ellis Jewett which have appeared in many of the leading newspapers and magazines. She is a member of the Press Reporting Syndicate and the Dramatic League of America.

ing roundups. Lovely pies and biscuits were often baked on a tin reflector that was placed in front of the blazing fire where coals could be heaped beneath it.

"In the large living room there was a broad mantel above the fireplace. It was here one always saw the family clock, inside of which was placed a liberal-sized bottle of pills. Other decorations included brass candlesticks and sundry other things more or less decorative and useful, such as a vase with paper candle-lighters in it and a bottle containing camphor, the popular family medicine. Always hanging at one end of the mantel was an Ayers or Jaynes Almanac. In the room there were two rocking chairs, some straight-back chairs, and a table on which the Bible, the Christian Worker and Friends Review, or whatever the church paper was at that time, and maybe a book or two, could always be found.

"Against the partition between the main room and bedroom stood a cherry dresser-bureau, on top of which was a glass bookcase. On the lower shelf was a strong-box with lock and key, in which were kept my grandfather's and father's deeds and other valuable documents and papers. On the shelves above were the books, mostly sacred, historic, and biographical.

"The kitchen contained a large dining table extending along the north side of the room, with a bench between the table and wall. Behind the door in the corner was the flour barrel. In the southwest corner stood the loom on which cloth was woven for the family's clothing, the blankets for the beds, and rag carpets for the floors. The small wheel for spinning flax, the reel for winding the thread into skeins for coloring, and the big dye kettle were in the corner near the fireplace. There were a number of splint-bottomed chairs and a large cupboard for dishes and various kitchen utensils."

It was in this house that the child Almira was born. There she spent many happy days with cousins, aunts and uncles. There too, her brothers, Will and Tom, spent many happy days, grew up and became railroad men, who pioneered in Colorado until their retirement.

When Almira was six years of age, she and her family emigrated by covered wagon to Iowa where, with the money from the sale of the Indiana farm, her father purchased and developed a large and prosperous farm near Greenwood, Iowa, about ten miles north of the pioneer town of Des Moines. On the banks of the creek that ran through the hazelnut and fruit groves on this farm, the children enjoyed years of exploration and play which is still re-

membered by Almira after the lapse of nine-tenths of a century.

In 1864 Almira's mother died at the birth of a little son who passed away at the age of two weeks. This was a severe blow to little ten-year-old Almira. However, the philosophy and faith of her Quaker upbringing gave her courage and made her sorrow easier to bear. A housekeeper took over the duties of the motherless home. She soon won the hearts of the widower and his children and became wife and mother to them.

At the age of twelve, Almira graduated from elementary school. She then went back to her birthplace and childhood "haven" and attended Bloomingdale Academy, a private school which was the alma mater of her parents, and her grandparents on both sides of the family.

During the winter of 1869, while visiting her father at vacation-time, she developed a cough and her health began to fail rapidly. On the chance that a different climate would be beneficial, she was sent to the home of an uncle who owned a plantation in Texas. There, in that sunny climate, her health was restored and she entered the gay social whirl of a southern plantation neighborhood—a far cry from the stern and quiet life of a Quaker family. On August 12, 1869, Almira eloped with a dashing southern gentleman and became the bride of Professor William Henderson. Professor Henderson was a musician, artist and photographer who had a very good income from his profession. Their elopement was very romantic. It was a moonlit night when Almira and Will rode horseback to Columbus, Texas. It was just breaking day when they reached the minister's. She wore a little cotton print dress and carried her wedding gown in a bag. It was made of rich black silk with tiny pink rosebuds and green leaves, and had a white chiffon overdress caught with pink roses at the waist.

Mr. Henderson's father was the owner of a large plantation with many slaves and it was there that he and Almira went to live after their marriage. It was called Henderson Landing for many of the river steamers stopped to take on wood. Mr. Henderson's father was a general in the Civil War and it was during this period his mother was killed while the family was eating breakfast.

Professor Henderson was noted for his fine art. Many of his paintings gained wide publicity and one hung in the steamboat, "Mississippi."

On July 5, 1870, their first child was born, a little fair-haired girl whom they named Zoe after Mr. Henderson's mother who was of French extraction. Zoe was a beautiful

child, the pride and joy of her young parents. Her golden curls matched the \$100 gold piece on a necklace which had been presented to her by her doting father.

Mr. Henderson died in Sacramento, California, while traveling alone in 1874, the year the second child was born. The young widow and mother of two, now just twenty years of age, stayed on her Aunt Mary Allen's farm near Westport, Missouri, later known as Kansas City. There she met Dr. Robert Houston, second cousin of Sam Houston of Texas, whom she eventually married. He took his bride and two stepchildren to Chanute, Kansas, where he practiced.

During the very happy and hectic life as the wife of the busy and beloved country doctor, who was called out both day and night regardless of fatigue or weather, the young wife bore him the following children:

Lillian Houston Richardson Beck, who died at Merna, Wyoming, in 1922,

Lulu Houston Hand, now deceased.

Janette Houston Wall, now living at Atascadero, California.

Grace Houston, who died at the age of two years, and

Robert Houston, of Denver and Kansas City, a well-known newspaper man.

Meanwhile Zoe blossomed into young womanhood and married a young farm lad, Oscar Reddick. She went with him to Nevada where he worked in a mine near the village of Winnemucca. The only legend of that interlude was of the time when, annoyed by the attentions of one of the miners, the blond little bride, Zoe, was rescued by the Chinese cook, who armed himself with a butcher-knife about a yard long.

Later the Reddick family moved to Oregon, then to Stanley, Wyoming, near the town of Big Piney. Here Oscar Reddick filed on a homestead which he sold to another homesteader, planning to file on some land in Ohio. In a letter to her mother, Zoe declared that if Oscar went to Ohio, he would have to go without her and their two small sons. She wanted to stay in the Green River Valley, "because the scenery here, also the water, air and everything, far surpass that of any other place I have ever lived." Finally, her young husband reconsidered and filed on 160 acres on Horse Creek under the shoulder of Merna Butte. This section of land is now a portion of the Ralph Conwell place.

On November 11, 1899, Zoe died at the age of twenty-eight at the birth of her fifth child.

Dr. Houston had died, due to pneumonia he had developed answering a midnight call while he himself was ill with a severe cold. Almira Houston came to the farm on Horse

Creek to care for her motherless grandchildren and their bereaved father.

Falling in love with the country as had her late daughter, Mrs. Houston filed on a homestead adjoining the Reddick place on the west, and proved up on it in 1907.

Mr. Reddick took his five children to Canada after selling his ranch to Pat Conwell, and somehow lost contact with Mrs. Houston. Forty years later, Hobert Reddick, at whose birth his mother, Zoe, had died, called on his grandmother at Atascadero, California, thus providing the answer to Grandma Houston's prayers.

Grandma Houston lived in her little cabin on Lead Creek, a tributary of Horse Creek, almost continuously from 1902 until 1930. During all that time her homestead cabin was headquarters for her children, grandchildren and many friends, both white and red. For many summers three Indian squaws, Judy, Susie and Maggie, would show up at the homestead with their tepees and camp gear packed on their ponies, to spend the summer fishing, picking gooseberries which abounded thereabouts, and paying frequent short visits to Mrs. Houston's cabin.

Once, during the absence of her son Robert, Mrs. Houston was taken violently ill. The three squaws brewed up a "hell broth" of various roots and herbs. After administering some of this remedy to the sick woman, they sat in a corner of the room chanting a tuneless, endless appeal to the Indian gods to heal their white sister. Whether due to this, or their nursing or fire-tending, their white patient recovered and soon was restored to her usual good health. In addition to this act of service, these squaws also rewarded their hostess, on whose land they camped, with gifts from time to time—beaded moccasins, fringed buckskin shirts, skirts and jackets. Once they offered to sell her a hand-made beaded saddle for one dollar. The failure to accept this offer has been a source of regret to Mrs. Houston's children.

One summer when Janette Houston was at her mother's, Mrs. Houston asked Maggie where her daughter Ida was, as Ida usually came with the three squaws on their trips. Maggie's reply was, "Man catchum. Me heap cry." So it was presumed that Ida had married during the winter. The following summer Janette was married to a Mr. Wall, an artist of note who did drawings and paintings for many of the leading magazines. Janette and her husband lived in Delaware and in the famous Greenwich Village, an artists' colony in New York City. That summer when the Indian squaws came they missed Janette, and Maggie in-

quired about her. Mrs. Houston replied, "Man catchum. Me heap cry." Maggie burst out laughing.

During the years of residence on her Wyoming home-stead, Mrs. Houston was active in church and Sunday School work. She started the meetings in her own home. Later they were held in the Merna Butte school-house. A Mrs. Cramer was organist. The Cramers lived on the old Hartley ranch. In 1913 Mother Houston went to New York to visit Janette. When she returned home a city missionary, Ida McCoy, went home with her to Red Butte at Merna. Mrs. Wall sent them money regularly to help carry on their church, a sort of "mission," they called it. They had a good attendance. Among those who attended were Ed and Pearl Sargent, who originally came from Maine.

Mr. L. W. Sargent, brother of Ed, lived on Beaver Creek. When his wife Bessie passed away after giving birth to a daughter, Cecilia, Mrs. Houston went to take care of the Sargent children. Always kind and helpful to those in sickness or need, Mrs. Houston was present at the birth of many of the babies who now are prominent Green River Valley citizens.

In 1930, Grandma Houston, as she is lovingly called by those who know her, went to live with her daughter Janette in Atascadero, California. At the age of eighty-one, she made the long trip back to Wyoming to spend the summer at the home she made for her children and herself thirty years before. That summer she walked regularly four times a week the five mile round-trip to the post office at Merna.

Mrs. Houston is now in her ninety-sixth year. She still remembers with joy those happy years spent on Horse Creek. Most of her surviving children, grandchildren, and great grandchildren periodically feel the homing urge, and return there as to a shrine.

In Memoriam

GEORGE A. BIBLE

Born July 20, 1878

Died August 22, 1950

In 1907, in Green River, Wyoming, Mr. Bible started his banking career. He advanced in his chosen profession and in 1938 was made president of the First National Bank of Rawlins, which position he held until 1949, when he resigned and became chairman of the board of directors. He had additional banking and business interests along with his civic, social and charitable activities.

As a member of the Wyoming State Historical Advisory Board, he was always conscientious and anxious to do for that Department any service that promoted historical research.

Accessions

to the

WYOMING STATE HISTORICAL DEPARTMENT

July 1950 to November 1950

McCullough, Dell, Cheyenne, Wyoming: Donor of a hand-made horse's bit.

Cartwright, Carl, Cheyenne, Wyoming: Donor of an old rusty key.

Limon, Gene N., Cheyenne, Wyoming: Donor of an old rusty key.

Sorg, Mike, Cheyenne, Wyoming: Donor of a rock that had been used and polished by the Indians.

Fisher, Mrs. Fred, Pine Bluffs, Wyoming: Donor of the top layer of a wedding cake made in 1898 and also used at the fiftieth wedding anniversary of Mr. Fisher's father and mother.

Wagner, Howard A., Cheyenne, Wyoming: Donor of a picture of the State Capitol, and Supreme Court Building.

Meyer, John E., Laramie, Wyoming: Donor of the W. W. Jeffers' Trap Shooting Trophy Union Pacific System Athletic Meet.

Wyoming Pioneer Association, Douglas, Wyoming, by Mr. L. C. Bishop, President and Mrs. Pauline E. Peyton, Secretary: Donor of the first record of Wyoming Pioneer Association; proceedings of school meetings of School District Number 6, Albany County, Wyoming Territory—May 4, 1885 to 1904; half-dollar purchased by the Wyoming Pioneer Association to celebrate the Oregon Trail Centennial.

Joy, Mrs. Cora, Cheyenne, Wyoming: Donor of one small vase bought in 1885; one mug of Sutherland Art Ware—The Wayside Inn—Frank Beardmore and Company; cocktail shaker.

Sanders, Jerry, Cheyenne, Wyoming: Donor of one spur and part of a double barrel rifle (trigger and guard).

Dickson, Mrs. Howard, Cheyenne, Wyoming: Donor of The Cheyenne Daily Sun-Leader—November 2, 1898; The Wyoming Tribune September 22, 1898.

Ayres, Clement, Douglas, Wyoming: Donor of Revised edition of the Tables of Distances and Itineraries of Routes in the Department of the Platte. Published by command of Brigadier General George Crook, U.S.A., Commanding the Department—Engineer office, Headquarters Department of the Platte, Omaha, Nebraska, February 1882; one very old unframed picture of Natural Bridge, La Prele Creek, near Douglas, Wyoming.

Edwards, Mrs. Sally A., Douglas, Wyoming: Donor of white granite bowl.

Crosley, C. H. B., Douglas, Wyoming: Donor of a hand-made horse shoeing tong made by himself in 1880.

Olsen, Philip O., Oswego, Oregon: Donor of a typed copy of a trip across the plains in 1862, taken from Hamilton Scott's Diary with additional notes by Alvin Zaring, one of the party.

Bresnahen, L. R. Estate, Cheyenne, Wyoming: Donors of a fireplace taken from the room in which the Constitutional Convention of 1889 was held.

Hurd, G. H., South Gate, California: Donor of two letters written to J. D. Hurd in 1893 concerning the passage of the bill for Woman Suffrage.

Kienzle, H. Clay, Cheyenne, Wyoming: Donor of one picture.

Plummer, Samuel B., Cheyenne, Wyoming: Donor of a rock drill used in a mine near Rambler, Wyoming.

Schutte, Ernest W., Burns, Wyoming: Donor of a handmade threshing machine and grain wagon which were constructed by his father William Schutte of Burns, Wyoming. Mrs. Susie S. Holm is the daughter of William Schutte and should be included as a donor also.

Kinnear, Mrs. N. B., Kinnear, Wyoming: Donor of a side saddle about 76 years old that she used as a little girl; saddle her mother, Mary Baker, wife of Jim Baker, made out of bone is around 105 years old. She also made the quirt that goes with the saddle and the long rawhide string is the one with which she used to tie her horse, Grayeagle.

Books—Gifts

Brock, J. Elmer, gift of the **History of St. Luke's Episcopal Church**, by Lillian H. Baker. Published by the church, 1950.

Wykoff, Roy, gift of **My Friend and Classmate, John J. Pershing**, by A. D. Andrews. Published by the Military Service, 1939.

Reckmeyer, Clarence, gift of **First Five Years of the Rail Road Era in Colorado** by E. O. Davis. Published by Sage Books, 1948. **Boomerang** by Bill Nye. Published by Belford Clark, 1881. **Ocean to Ocean on Horseback** by Willard Glazier. Published by Hubbard 1898.

McCullough, A. S., gift of **Gold, Guns and Ghost Towns** by W. A. Chalfant. Published by Stanford University, 1947.

DeLaney, William H., donated the Railroad magazine, January 1949 and June 1950. The Horse—November-December 1947.

Bower, Earl T., and L. C. Bishop donated **LaBonte, Hunter, Free Trapper, Trail Blazer and Mountain Man of the Old West—1825-1848**.

Crouch, Kenneth E., donated **The Land Where the Cow Boy Grows**, by Addie Viola Hudson.

Jones, Mrs. Bruce S., donated two music books: The Midway Musical Collection and a music book copyrighted in Boston 1888 by Oliver Ditson and Company.

Bishop, L. C., Cheyenne, Wyoming: Donor of **The Book of Mormon**. An account written by the Hand of Mormon, upon plates taken from the plates of Nephi.

Books—Purchased

Williams, Albert N., **Rocky Mountain Country**. Published by Duell, Sloan, 1950. \$2.34.

Conrad, H. L., "Uncle Dick" Wootton. Published by Dibble, 1950. \$10.00.

Urbanek, Mae, **Wyoming Winds**. Published by Lusk Herald, 1950. \$1.50.

Malone, Rose Mary, **Wyomingana**. Published by the Author, University Denver Press, 1950. \$2.00.

Ray, Clarence, **Famous American Scouts**. Published by Regan. \$2.50.

Hudson, Ruth, **Here in Wyoming**. Published by University of Wyoming, 1950.

Erratum

Rodney T. Hanson's gift was found to be a Castor Canaeleusis or modern beaver, instead of a "saber tooth cat" found in Lake Marie, Wyoming as reported in the July 1950 issue of the **Annals of Wyoming**.

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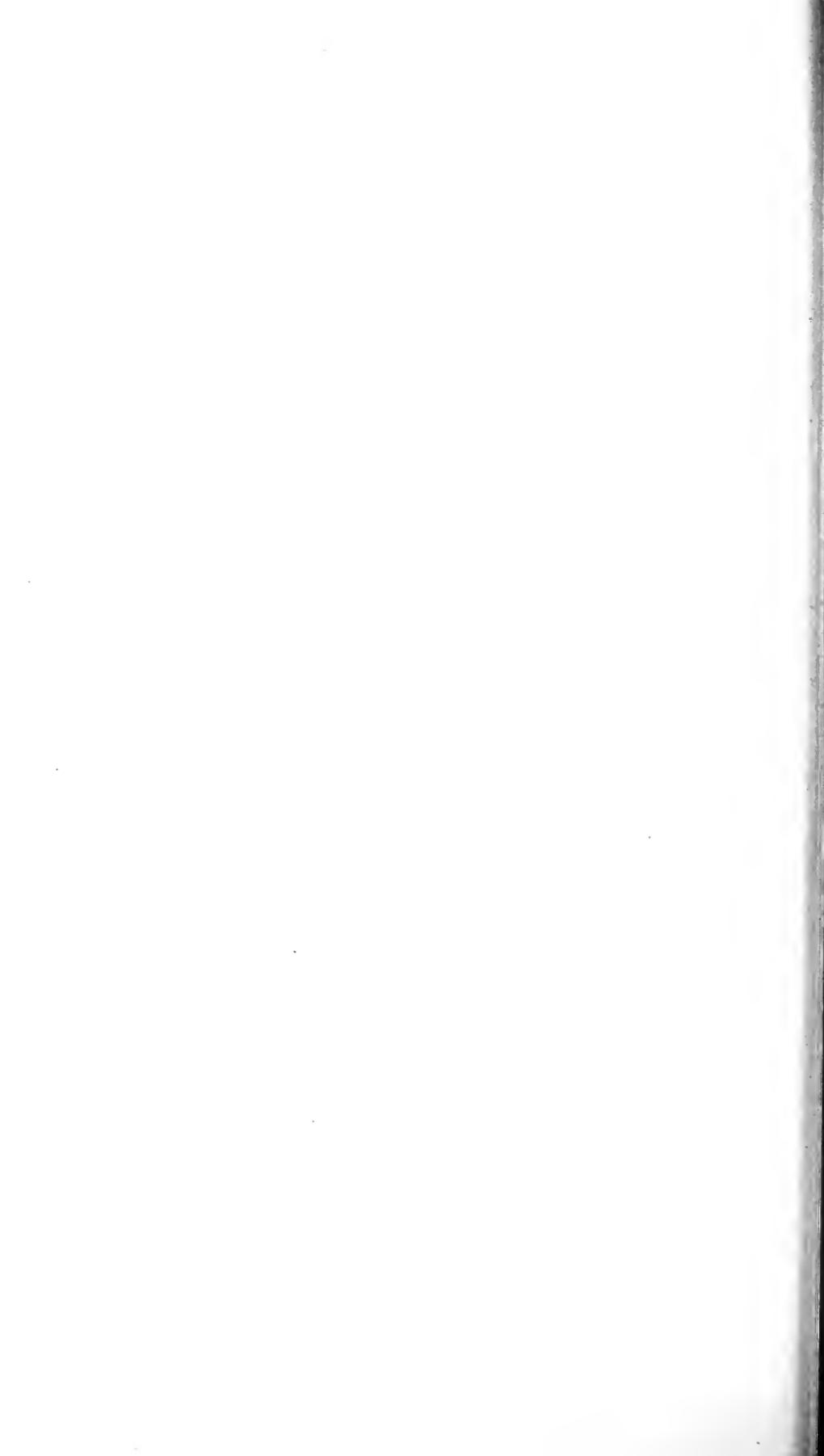
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An Appeal

The **ANNALS OF WYOMING** is the medium through which Wyoming's colorful and early day history is preserved.

The Wyoming State Museum, which will be moved to the new Office Building during 1951, will contain more than three times the space of the present one. The main object in moving the museum is to have more room to preserve Wyoming's treasured possessions in a fireproof building.

As a State Wyoming has played a great and romantic part in the era of Western development, yet its history has been grossly neglected. Now we solicit your help in a nation-wide project to create a wider interest on the part of Wyoming individuals to get into every possible nook and corner and search for old and valuable manuscripts or old diaries, written or printed articles on the history of the Territory and the State; reports, year books, directories, old newspapers and scrapbooks; records of churches, societies, clubs, financial and business organizations; photographs and pictures, historical paintings and drawings; old books and pamphlets; mementos of historical events and personages; early equipment and household utensils; Indian relics and artifacts.

"History's highest function is to let no worthy action or work be uncommunicated, for to do so is evil." Thus the Wyoming State Historical Department is most eager to impress this responsibility upon every loyal individual who has the state's interests at heart to do his part in keeping Wyoming's past and present in circulation for the sake of coming generations.

If anyone knows an individual or group of people who has information of the past, not already recorded, this Department would appreciate being informed so we may contact him or her and have those facts written and placed in the historical files for future reference.

Our funds are limited and we must depend in a large measure on the interest and generosity of the people who are Wyoming-minded.

All gifts will be numbered, labeled, recorded and card indexed. A mention of same will be published in the

ANNALS OF WYOMING and a gift of the issue in which the write-up appears will be sent gratis to the donor.

If you are a subscriber to the **ANNALS OF WYOMING** and your friend and neighbor is not, please pass this appeal along and have as many names and relics as possible perpetuated in Wyoming's history and our outstanding and unusual State Museum. Thank you.

*Diary of Jake Pennock **

May 1, 1865: Started on expedition to Wind River at 5 o'clock p. m. Commenced snowing at 10 o'clock—snowed all night. Very disagreeable. Camped $\frac{1}{2}$ after 2 in the morning against southern side of a high sandstone range of rocks. Marched about 30 miles.

May 9, 1865: Started at 12 noon. Snow all day. Marched 11 miles. Quite snowy. Miserable—getting colder. Crossed stream of water about forty miles from bridge. Camped about 2 miles beyond on same stream. Stopped snowing about 10 o'clock p. m. Turned very cold. No wood at this camp. Use sage and grease brush.

May 10, 1865: Reveille at 2 o'clock in the morning. Started on march as soon as we could saddle up, without any breakfast. Extremely cold. Our boots so frozen almost impossible to get them on. Had to thaw them out. No wood at this camp. Had to cook our coffee with sage and grease brush. After starting froze our whiskers until arrived at stopping place to get breakfast. Sage and grease brush for cooking. No wood. Seen three human skulls on the roadside. Travelled about 18 miles or 20 miles. Rolled out after dinner, $\frac{1}{2}$ past 2 p. m. Travelled until 15 minutes of 11 o'clock at night. Camped on trail between Powder and Wind River, among sand hills. Travelled about 30 miles, 50 miles in all today. Fed our last corn tonight. Horses commence giving out this evening. All very tired. Man and beast went to bed. This day crossed two or three of branches Powder River.

*This diary, written by Jake Pennock of Co. "L" 11th Kansas Cavalry, is published from the copy donated to the Wyoming State Historical Department by Raymond A. Burnside, M. D. of Des Moines, Iowa.

Dr. Burnside is a Surgeon by profession and an Historian by avocation. For the past thirty years he has been intimately associated with the history of Wyoming, especially as regards the Military engagements with the Indians; the visiting and recording of data of each and every early Fort; the early development of the Fur Trade and Traders. He has assisted in the erection and dedication of many of the monuments placed on vital Historic Sites.

He is closely associated with the Iowa Historical Society, as well as being active in and a Life Member of the South Dakota, Nebraska and Kansas Societies.

For many years he has contributed generously to various historical magazines and his articles are always acceptable for their historical accuracy.

May 11, 1865: Waked up at 4 a. m. Hasty cup of coffee and sow belly. Saddle up and travel 12 miles. Turn out horses to very poor grazing. Orders to clean up and inspection of arms immediately as the enemy are not supposed to be far off. Saddle up at 12 M. Marched to south side of branch of Wind River about 5 or 6 miles. Lie there to let horses graze on tolerable grass for this country. March at sundown. Continue marching all night through a barren sand desert, nothing but sage brush. Good moonlight for us to march by. All of us very sleepy. Indian trails numerous, but not very fresh, the freshest going north to Powder River. No water. Stop to rest for 2 and $\frac{1}{2}$ hours at 3 o'clock. Nothing for horses. Alkali and sulphur boiling spring water bubbles up from the ground in flat places and runs off, not fit for man or beast. Came thro' rough pass in mountains. Roused up at daylight. March at 2 in the afternoon about $\frac{1}{2}$ mile above on same creek. Camped for night. Good grass; horses enjoying themselves hugely. Men kill some buffalo, antelope and deer. Pleasant night. Horses and men get good rest.

May 13, 1865: Reveille at 3 a. m. March immediately after. March about 5 miles up creek; get breakfast. March $\frac{1}{2}$ after 8 a. m. Very rough road, southerly direction. Pass to head of stream flowing to the north over the hills. Strike head of stream in flowing south towards Sweetwater. Both streams consist of melting snow. Dry after snow melts. Poor country; very large sage brush; some large cottonwood timber in places on creeks. Reach camp at $\frac{1}{2}$ past 2 p. m. on dry creek about 20 miles.

May 14, 1865: Reveille and march at 4:30 o'clock. March about 2 hours, 8 miles. In sight of Sweetwater. On another dry creek now full of snow water. Very windy. Cross Sweetwater. Get breakfast and dinner together. March at 11 a. m. Arrive at Sweetwater at 1 p. m. All right at station. Bridger, the old pioneer, our guide, takes supper with us. His life has been a romantic one in this country since he was 13 years old when he came here. Has been roaming and trapping for 42 years over this country. Gen. Moonlight took supper with us. Snow all afternoon. Letters.

May 15, 1865: Cool wind. Has cleared off. Coulds up. Snow nearly all day. Cool tonight.

May 16, 1865: Warm, pleasant day. Wind in forenoon. Lieut. Clancey's scout came in. Nothing seen.

May 17, 1865: Very warm day. Thermometer over 70 degrees fahrenheit. River raising again.

May 18, 1865: Extremely warm day. Thermometer indicates 87 degrees fahrenheit. Wind raised at 11 a. m. after which the atmosphere not so oppressively hot.

May 19, 1865: Warm, strong wind. Thermometer 86 degrees fahrenheit. News of Indians. "H" Company had a skirmish with them.

May 20, 1865: Took a walk to Independence Rock 2 miles west of station. It is on north side of Sweetwater. The stream washes the southeastern base of it. It is about 700 paces long, 1,900 paces in circumference around the base. While there, heard recall. Hastened to camp. The Indians have attacked Three Crossings station from 3 to 5 hundred strong. Station surrounded. They have cut the telegraph wire. Ninety men start immediately at 12 m. March till 6 o'clock. Stop and graze one hour. March. Arrive at Three Crossings at 9:30 p. m. Station still safe. Indians crossed the river about 5 p. m. Some fighting. Took one pony that was out from the station.

May 21, 1865: Graze horses. Sixteen men cross Sweetwater and follow trail of Indians until satisfied that they went over to Wind River. Sweetwater very deep and rapid. About 150 or 200 Indians, war, or hunting party. Fine warm morning. "H" and "I" Companies, or detachment of them, 30 from "I" and 50 from "H" at Three Crossing Station. No Indians have shown themselves yet.

May 22, 1865: Start from Three Crossings for Sweetwater, travel 15 miles to Split Rock. Stop to graze horses and get breakfast. Passed Castle Rock on right of road, 10 miles east of Three Crossings. Passed Whiskey Gap south of road about 6 miles. Came to Devils Gate before sundown. Stopped to graze horses for one hour. After sundown arrived at Sweetwater. Col. Plumb has been fighting Indians across Platte at Deer Creek; 200 Indians. One killed on each side; several Indians wounded.

May 23, 1865: Fine pleasant morning; very warm afternoon 82 degrees fahr. To leave for Platte Bridge on tomorrow morning. Very high wind in the night.

May 24, 1865: Wind fell before morning, clear day in forenoon, 80 degrees fahr. Cool, some rain and hail, clear in afternoon. Hear that Indians stampeded mules of train along with some Infantry at or near Platte Bridge; forty mules taken by the enemy.

May 25, 1865: Bright fine morning, H and I Companies start for Platte Bridge. Very warm until 2 o'clock p. m. March

20 miles to camp at fine cool spring on Fish Creek. Clouds and wind in evening. Sage brush to cook with.

May 26, 1865: Reveille at $1\frac{1}{2}$ past 3 a. m. Let horses graze till 7 o'clock. March 15 minutes after camp 25 miles at Red Buttes Pass on the road Willow Springs 6 miles from Fish Creek 5 miles on the two Poison Creeks 8 miles from Butte Pass over Devils Back Bone. South of Willow Springs is an oil spring said to run 50 barrels of petroleum per day. 5 or 6 miles hear the Indians tried to stampede stock at Sweetwater yesterday afternoon, 30 or 40 of them, they did not succeed.

May 27, 1865: Reveille at 4 a. m. Breakfast and horses graze. Poor graze all been eaten off by campers stock. March $8\frac{1}{2}$ at 1 o'clock a. m. Pass over the steepest and worst hill between Sweetwater and Leavenworth City. Graze twice on road. Very warm weather, cross Platte Bridge on 6 miles beyond, turn southeast; after marching about 4 miles. Camp on swift mountain stream. Excellent water and grass. Several springs on creek near camp; wood plenty for cooking purposes. Platte bridge is composed or built entirely of pine hewn, the piers are 28 in number built up in the river of hewn pine logs filled in with stone. The piers are 30 feet from center to center. It is a very substantial structure for this wooden country. Price of crossing 6 mule team from one to five dollars each according to stage of river. We have news that the Indians attacked Rocky Ridge Station today in strong force. The fight is still going on don't know what the result will be. The operator says there is an immense number of the enemy. Crossed Muddy Creek 2 miles from Bridge on road to camp.

May 28, 1865: Still in camp and likely to be for sometime. Sunday. Pleasant, but very warm in middle of day. Rations getting very scarce. Hear that Indians crossed the Platte River in front of provision train. Moonlight has sent reinforcements to the train and despatched to Col. Plumb to send a detachment. Also from this end of the road. No telegraphic communication farther east than Deer Creek nor west from Sweetwater. A range of mountains run along about 8 to 10 miles south of Platte River, the center of the range south of the upper Plate Bridge. They are about 30 or 40 miles long. Several creeks flow from them, the first one after Bridge going east 2 miles, next 5 miles from the first. Five Indians seen near the encampment—five miles west of our.

May 29, 1865: Very warm morning, but going to be very warm by middle of day. Talk of another expedition to go north to Powder River after the Indians in a few days. Sprinkled rain this afternoon. No communication east yet. No word from the train. Orders from headquarters to strengthen herd guard to 10 men, 2 noncoms and 6 men from each Squadron as night guard, also 1 noncom and 5 men at lower Platte Bridge to remain concealed through the day in the house on south side of the Bridge.

May 30, 1865: Brisk wind all last night. Strong wind all day from southwest. Sprinkled rain a little last night. This forenoon and in afternoon. Train at Major Adams camp. Mail this afternoon. Letter from N. O. also from Phila. A dozen papers. Train attacked twice between here and Laramie. One man killed.

May 31, 1865: Fine day still in a. m. Very warm, drawing rations for 30 days for company. An Indian came into Co. "L" or "M" herders yesterday, they let him escape. Disagreeable in evening on account dust blowing. Letter to New Orleans.

June 1, 1865: Fine morning, move camp 3 or 4 hundred yards up the creek. Good grassy sod, no dust, which makes the wind pleasant these warm days. Hear that Rocky Ridge Station was burned by the Indians don't know if the garrison escaped or not—some anxiety on their account. Two companies of Galvanized Troops started for there escorted by a detail from our regiment—last night at 7 p. m.

June 2, 1865: Fine day—nothing transpiring in forenoon. Afternoon hear that Indians attacked the bridge today. 100 men sent to its relief. No particulars yet. Rain and hail from south—not very heavy. Very cool and pleasant evening.

June 3, 1865: Fine day at 3 o'clock p. m. received dispatch from Col. Plumb that Indians have attacked station of upper Bridge; ordered to cross lower bridge with 20 men and attack them in the rear. Capt. Greer and 20 men started, but the Indians were gone when we got there, but plenty of fresh tracks. Col. Plumb is in close pursuit and was in firing distance at 2 hours before sundown. We have heard from the fight—two of our men killed and one Indian and several ponies, one of our men had 10 arrows shot into him, scalped and fingers cut off and terribly mangled. Barnwell of Co. "F" got some distance in advance and Indians in superior numbers turned on him and two others, his horse being shot, he was dismounted and unable to get away.

June 4, 1865: Sunday—cool pleasant day. Nothing particular to note. "h" and "k" Co. leave this a. m. for and Horse Shoe. Hear that 16 Kans. is ordered up to relieve our regiment.

June 6, 1865: Inspection. Cool a. m. Heavy fog on Mountains. Clears up in middle of forenoon. Pleasant breeze blowing, expect mail today. Passed Deer Creek yesterday at 4 p. m. Col. Plumb started for Laramie this afternoon.

June 6, 1865: Fine weather, but cool at night. A constant breeze from southwest. Mail arrived today. Not many letters. Received two or three papers. Leavenworth Times, D. R. Anthony in another dirty shooting scrape.

June 7, 1865: Cold chilly windy disagreeable day. No telegraph communication east of Laramie for five days. Indians cut wires between there and Julesburg. Also west of Bridge between it and Salt Lake City. Mail left today. Sent no letters as I got none. A ministering officer arrived at Laramie.

June 8, 1865: Foggy morning, not so cold as yesterday. A rather pleasant day. Mosquitoes bad.

June 9, 1865: Fine day. Dull, nothing doing.

June 10, 1865: Nothing stirring "16" at Laramie.

June 11, 1865: Warm, very close air, Sunday.

June 12, 1865: Extremely warm close day in forenoon. Commissioned Officers went after evergreens to erect a bower in front of tent, which is a sure indication that we will leave shortly. No sooner said than done. The order to take station at Platte Bridge, just handed to me by an orderly from Headquarters. Headquarters and rest of battalion start east for Fort Laramie. Co. "J" as usual left to protect the rear.

June 13, 1865: Order countermanded of going to Bridge to remain at this camp. Headquarters remain also. Our boys that were at Rocky Ridge got back. Goddard wounded by Indians at Three Crossing.

June 14, 1865: Mail came today. Indians have burned all ranches west of Cache La Pouche to Platte River on Denver side.

June 15, 1865: Twnety-one of Co. "j" refused to do duty—all put under arrest but gain point contended for.

Roll call in the a. m. Exceeding cold for this time of year.

June 17, 1865: Cold dreary wind and cloudy all night. Very chilly cold and windy. Most of the men in their tents, over-coats on to keep comfortable. Capt. Green of "B" Co. and detachment just started for Deer Creek. Snowing like 40 thousand devils. Ground covered with snow. Still pouring down the near way very cold wet snow. Quit snowing but clears off after dinner, cool northwest wind. Lieut. Clancey starts for south pass this evening.

June 18, 1865: Sunday general inspection by Major Anderson. Hear mail is at La Bonte on way up.

June 19, 1865: Cool night. Bracing morning, commencing to get warm enough to allow mosquitoes to fly around. Hear that Col. Plumb pressing the Indians closely that were fighting our forces near Fort Mitchell the other day.

June 20, 1865: Mosquitoes troublesome. Indians committing depredations at various points on the road. This camp not so healthy as heretofore. Nine men of our company sick.

June 21, 1865: Operator at Sweetwater killed and one other wounded. Three Indians killed by our men. Sent one Sergeant and ten men to Sweetwater. Mail arrived yesterday. Sergeant and men sent to La Prelle today with mail.

June 22, 1865: No news today. Hear that Troops are on the way with supplies. No corn for horses, since before we left Sweetwater, ran out on Big Scout about 10th of May. One of the boys seen a bear this evening after dark, but it got off from camp before anyone got a shot at it. This two or three times it has been around camp.

June 23, 1865: Some of the folks appear to think our friend the bear is an Indian in disguise as a bear. The party that took the mail down got back at noon today. 300 wagon emigrant train near Laramie coming out to gold regions. Strong wind all day the beasts not troublesome on that account.

June 24, 1865: Fine day. Our boys back from Sweetwater. The Indians in the fight there were Arapahoes. About forty of them and nine of our troops. The Indians were supposed to have been killed. One of our men killed, one wounded. The man killed, they scalped all the hair of his head, cut his hand off at the wrists, took the sinews out of his arms, took out his heart and liver, ran a lance into him and stuck him up on a pole. Several Indians wounded. Col. Moonlight is relieved of command of this district. Powder River expedition about to start. Wrote letter subscribing for

Leavenworth Times, ought to get it by the 20 of July.
Wrote letter to N. O.

June 25, 1865: Sunday. Inspection at 8 a. m. One sergeant and ten men started for mail to meet it at La Prelle. Dispatch that mail left La Bonte this morning. Will get to Deer Creek today and likely come clear through. Still warm today. Mosquitoes very bad. No Mail.

June 26, 1865: Fine day. Lieut. Drew and twenty men to start to Sweetwater at 12 m. today. The station surrounded by Indians and telegraph wire cut. No mail yet—sundown. News that the wire is down between Deer Creek and the Bridge. Our mail in a dubious fix. 9 o'clock Lieut. Drew and party return: They had a hard fight with the Indians go among them at about two miles this side of Red Buttes. Two or three hundred warriors. Our men fought them for six miles. The Indians wounded two of our boys. Killed one horse. Wounded seven. Our boys expended from 35 to 60 rounds of ammunition, and by very hard riding escaped with whole head covering and hard fighting.

June 27, 1865: Nearly out of ammunition. Our ammunition at Horse Shoe. Mail party arrived this morning. Small mail for our Company. No letters and few papers. Commence building corral for the horses. Finish it. It makes the horses more secure at night if the Indians attack us. Headquarters ordered to La Bonte. We draw fifteen days rations. Only "I" Company left here in a pretty ticklish position. Scarcely any ammunition, but expecting it tomorrow night from Horse Shoe.

June 28, 1865: Threatens rain all night. A little at different times in the night. At daylight it commenced pouring down raining ever since, now $\frac{1}{2}$ past 11 o'clock. Slackened some, but not enough to let cook get breakfast. Headquarters started although raining. Major Anderson, Lieut. Walker, Acting Adjutant Lieut. Harper, the band and the hospital outfit—about thirty in all. Emigrant train 180 went up on the other side of River on yesterday bound for Utah, Oregon, Idaho and California. Quit raining at noon today.

June 29, 1865: Cool after rain, fine day expect ammunition tomorrow a. m. and wire to repair telegraph line west. No news from Sweetwater or any place west.

June 30, 1865: Beautiful morning, very pleasant. The ranch men said it rained more day before yesterday than they ever knew it to do in this country. It hardly ever more

than a sprinkle at a time. Operators and escorts with wire arrives today at 3 o'clock. No news from below.

July 1, 1865: Twenty five men started from the company today to escort operator and fix telegraph line. Men returned from above at 9 p. m. having fixed line.

July 2, 1865: Fine pleasant morning. Call for inspection sounded at 9 a. m. Just as we were falling in three shots were heard in quick succession, which was the signal in case Indians were seen. All but a small party to keep camp started to save the horses which were grazing $\frac{3}{4}$ miles from camp. When horses were started safely to camp, we pressed on a little beyond to the brow of the Bluffs on west and down in valley $\frac{1}{2}$ mile distant were the Indians. We fired a few shots and returned to camp, sent out a few mounted men to ascertain their strength. Horsemen soon returned. Indians came nearer within range of camp shooting from ravines. Sent out five or six men to engage them. Fought them awhile from one ravine to another. Did not apy. Sent twelve or fourteen men under Capt. Greer and charged them. Drove them shooting one, capturing a great many of their trinkets, bows, shields, etc. Indians then drew of on hills to the East. Capt. Greer and nine or ten mounted men pursued them endeavoring to cut off some of their stragglers. Proceeded $\frac{1}{2}$ mile when the Indians discovered to be in force just beyond a hill. We were about to ascend after some hesitation we fell back slowly which we had no sooner began they they charged on us in greatly superior numbe s, endeavoring to cut us off from camp. We put in what shot we could to the best of our ability, but in spite of our efforts to repell them, they drove us a few hundred yards. Sergeant Holding was wounded in this engagement. A ball entered the lower part of the ear. The man who shot him was supposed to have been a white man. The man himself was shot through the breast by one of our men (Hammond), just after he had shot Holding. Could not ascertain how many Indians were killed only by the blood which marked the field which proved that quite a large number of men or ponies were killed. This fight on Reshaw Creek, four miles from Lower Ridge.

July 3, 1865: Lieut. Drew with twenty men ordered on a scout to Deer Creek 28 miles east. Started at noon. Capt. Greer ordered to send ten men to Sweetwater to escort operator and repair lines. Boys refused to go in so small a party, ten more men were detailed. Still they refused to go, ten more volunteered to go with them, a teamster oper-

ator and one citizen, in all 34 men. Just at sunset they started out. Sgt. Pennock in Command.

July 4, 1865: A dull 4th indeed. Can hear nothing from the boys who went above last evening. Fear they had not wire enough or something wrong.

July 5, 1865: Cold and dank. Rained last night. High winds in afternoon. Hear nothing from boys who went above 3rd. Feel fearful for their safety.

July 6, 1865: Cloudy in a. m. Clears up. Very warm wind in afternoon. Looks like rain storm.

July 7, 1865: Cloudy—thunder storm in afternoon. Capt. Greer, Lieut. Clancy and twenty-six men started at 7 p. m. to Sweetwater Bridge to see if the boys were safe who went up to repair line on 3rd. Soon after they left we heard the boys had left for P. B. this a. m. Capt. met them near Red Butte, all safe. Found a great deal of the line destroyed. As they came down saw a few Indians near Red Butte and Devils Backbone. Capt. turned back. All reached camp about 11 o'clock. Trip on scout to Sweetwater Bridge. Major Mackey telegraphed Capt. Greer to send ten men to Sweetwater 55 miles to repair telegraph line to meet Col. George of California. Which order was equivalent to an order to march that number of men, shoot them down, scalp them, cut out their hearts, liver, hands and feet and send them to the savages. The boys refused to go unless fifty men were sent. I volunteered to take command of the party. Started at sundown July 3rd marched continually with scouts in advance as far as the Devils Backbone or near it. Found wire cut—400 yards of it carried off 700 yards off the poles. It being dark it took two hours to repair it. Indian camp only a short distance south of road. Could hear dogs bark. Went on west to Devils Backbone. Found wire down 700 yards of it, but not carried off. Day break being repaired at Poison Creek or just beyond we found 400 yards down and repaired it. Went to Lower Willow Springs two or three miles. Turned horses loose to graze. Got breakfast. After 2 $\frac{1}{2}$ hours caught animals started at 11 o'clock. Arrived at Horse Creek found 800 yards down two or three hundred carried away. Exhausted all our wire on this cut. Crossed creek found 1,000 yards cut. Carried away. Here struck a large Indian trail of ponies, lodge poles 100 yards wide going north. Scouts see one Indian two miles east. Trail fresh crossed one hour before us—it was fortunate for us we were detained so long on road. There were 300 to 500 warriors on the trail.

Made rapid time to Sweetwater station. Found 400 yards of wire there. Telegraphed west—none nearer than Rocky Ridge. Col. George to bring it down who is on his way. Line out west at a little after dark. Remain at Sweetwater 4, 5, 6 of July. On 6th Col. George arrived. A party went to put up line, but no communication yet East. The cut west was tied to a post with a buck skin string sharp trick of the Indians on morning 7th at $\frac{1}{2}$ after 8 started with new supply of wire for Platte Bridge. A short distance one of our advance discovered Indians signal fires south east toward Platte River between mouth of Sweetwater and Red Buttes toward Buttes, one of them came back and told us to keep sharp look out for enemy. At this time I observed one of their signal smokes. It went up some 30 or 40 feet, lasted three or four minutes and faded away. Looked about size of flour barrel. Scouts see an Indian off road about three miles. Stop to graze horses at Horse Creek $\frac{1}{2}$ hour for wagons to come up. Proceed to Willow Springs. Stop to graze horses. Catch up and proceed up at top of Devil Backbone find wire cut badly—700 yards out—some carried off. Repair and start on at point where the Virginia City road leaves for the north west—find wire down and insulators carried off—400 yards down, several poles down and partly burned up. Scouts see two Indians going off toward the Buttes. Prepare for fight. Scouts pass the Buttes. Run the gauntlet safely. Met Capt. Greer and detachment about five miles from Platte Bridge in search of us. All glad we are safely through.

July 8, 1865: Very windy day. Boys talk of the trip to Sweetwater and back. Wind strong in after part of day. Nothing exciting heard Line still in running order.

July 9, 1865: A party to start tomorrow morning for La Prelle to bring rations. Fine day. Hear mail is at Deer Creek a party will likely start in the morning that way. Lieut. Drew and Clancey went for the mail at dark tonight. To start back tomorrow night. Boys talk of not going after rations tomorrow morning.

July 10, 1865: The detail for rations did not start this a. m. for La Prelle. The Capt. put it off until mail arrives. A scout of 20 men start for Sweetwater to fix up the telegraph. The Indians have cut wire again between here and there again. Scouts start at 1 o'clock. A detachment of ten of Third U. S. Infantry went along with our men. They found wire cut beyond Devils Backbone 25 miles west of here. Fix it and returned to camp arriving at daybreak. Nothing of incident occurring. About a dozen or 20 Indians

had cut wire and taken out small pieces. Lieut. Drew and Clancy arrived with mail about 2 o'clock in the night.

July 11, 1865: Rec'd two letters from N. O. and one from at home. About $\frac{1}{2}$ past 8 a.m. a party of Indians attempted to stampede our herd. Two of them slipping between the pickets and herd and on discovery fired on pickets who returned the fire and mounted their horses breaking for the herd. We in camp ran across the bridge as soon as possible and saved the herd.

July 12, 1865: The Indians yesterday did not number more than 20 warriors. A large train of emigrants passed the bridge today. Seventy-five wagons bound for Montana, Idaho and the Gold Regions. Warm in forenoon, stiff breeze in afternoon. Private Frank Bush of our Company arrived with this train. Wire cut beyond Sweetwater. Twenty men ordered to start with wire to fix it tomorrow a.m. 1,300 yards gone they lack 300 yards to repair line. A very disgraceful affair occurred this afternoon. A number of men of "G" Co. 11th Ohio Cav. got drunk after getting a written order of their commanding officer Lieut. Britney, contrary to the orders of Capt. Greer ranking officer at this place. Capt. Greer gave permission to emigrants to camp one mile or farther across the river from company. Lieut. Britney came to his tent and in a boisterous and insulting manner demanded to know who commanded here. The Capt. told him he did. The Lieut. told him he did not that he was commander here and he was going to make those emigrants leave where they were camped. The Capt. told him that he must not interfere with them that he was ranking officer here at this place and he had given them permission to camp anywhere a mile or farther from the bridge. The Lieut. demanded to see his written authority to command him. The Capt. told him he acted from seniority and superiority of rank and told him he wished him not to interfere with the emigrants as he had authorized them to camp on the other side of the river, one mile from camp. The Lieut. left in a passion. His men went to the emigrant camp, got drunk, fired into it several shots narrowly missing two persons, one a young child. One fired from the bridge with a Spencer rifle, the ball narrowly missing some person in the train. Some drew there arms on our boys and struck one _____ as he was on duty carrying a dispatch to the telegraph operator for transmission. Lieut. Britney ran the telegraph operator out of the office twice cocking arms and threatening to shoot him. The operator came to the Capt. tent and asked permission for a place to sleep saying he was fearful for his life if he re-

mained over night and slept with the Capt. and myself one of the members of the night company. Kelly was run off from the station and had to remain over night with our camp in his escape from them he lost his hat coming into our camp bareheaded. Sergeant Holding of our camp being at the well of the station having a wound dressed which he received in a battle with Indians on Sunday week ago was accosted by one of them and was told he wished to God the ball had gone through his brain—this in the hearing of Lieut. Britney. The emigrants asked protection of Capt. Greer against the Ohio Troops as they were more fearful of them than the Indians.

July 13, 1865: The emigrants left this a. m. for the Red Buttes. Capt. sent wire by Mr. Dickerson to Sweetwater to repair line west of there. Ten men to scout the Red Buttes. Started at 6 o'clock p. m. Returned near daylight. All right. Train camped at the Buttes last evening—not molested by anyone. Whiskey about out over at post—it was what was the matter. If Lieut. Britney had given orders for whiskey for his men there would have been no disgraceful conduct on the part of his men. He is chiefly to blame for all the trouble yesterday. His own men cocked their guns on him and threatened to shoot him and he was unable to do anything with them, or at least did not. Sent letter to N. O.

July 14, 1865: Good weather. Non. Com. staff of our regiment ordered to start for Laramie to be mustered out. Ten men went to Deer Creek to escort Dr. Johnson down there on his way to Laramie. A dispatch from Gen. Gus Henery ordering Capt. Greer to command of the post at Platte Bridge and all troops stationed there. Major Anderson to take charge of all troops from Laramie to South Pass. Headquarters at Platte Bridge.

July 15, 1865: Fine day. Good breeze enough to keep the away. Our boys returned that went after rations also ones who escorted Dr. Johnson. Major Anderson and the brass band of the 11th will be here tomorrow evening. We are to be relieved as soon as the Michigan Cavalry arrive. They started from Leavenworth City the 15 or 17. The river turned as blood this afternoon. Heavy rains in the canyons of red clay some miles up. It is a curious sight. Britney and men ordered to Sweetwater.

July 16, 1865: Drew no sugar on 16 days rations. All head-quarter of regiments mustered out immediately quarter-master, adjutant, non. com. staff started from Deer Creek

on yesterday for Laramie on way to Kansas. Warm day, no breeze a. m., better at p. m. The river is thick with mud turned yellow color. Stinks dreadfully of alkali in mud. Major Anderson and post arrived this evening. We borrowed some corn from Camp "K" for horses. Forty men of whom came with the Major A. hear of an Indian camp on Horse Creek fifteen miles from Sweetwater. Capt. Greer going tomorrow to try to find it.

July 17, 1865: Cool, cloudy and sprinkling rain. Fifty-five men of our company, twenty-five men of Co. "K" and some of the infantry of station start at 1 o'clock to Horse Creek with eight of Ohio 11th, one howitzer to surprise Indian camp that was seen about the 25th of June and I am satisfied left for North Powder or Wind River about the 4th of July from personal knowledge, but now fifteen days later old foggie commanders send a party to surprise a camp that the rank and file know to have been clear out of the country for 12 or 15 days from having seen their trail at the time of their leaving, also their rear men as they were going off. Rained 11 am. Rained all day. Camped at Buttes. Good grass and plenty of wood.

July 18, 1865: Horses grazed 2 1/2 hours, feed 1 1/2 qts. corn since yesterday. Heavy for government stock. Start march 8 a. m. Graze three miles off Willow Creek. A scout of ten men with one Snake Indian as guide and scout on a scout around the head of Horse Creek. We arrived at two hours before sundown at Camp at Horse Creek 3/4 miles north road. Good grass. Plenty sage brush to cook with. Scout came in after night. No sign of Indians. None in country for some time. Got one horse had been shot left by Indians some time ago as no good.

July 19, 1865: Nice day. Turn horses out before sunrise. Start back after breakfast. Go as far as Red Buttes if all goes well start 1/2 past 6 a. m. Stop for dinner and feed horses at Willow Springs. Water, wood and grass plenty north road 1/4 mile. Arrived at Red Buttes two hours before sundown. Cold disagreeable, chilly. Looks like rain.

July 20, 1865: Commenced rain in night, not having any shelter, we all got a soaking. Let horses graze. Gave them 1 1/2 qt. corn. Start for Platte Bridge. Sun shone. Arrive at Bridge 1/2 10 a. m. Cool rain.

July 21, 1865: Rain damp. "G" Comp. 11th Ohio, Lieut. Britney started for Sweetwater station to take care of that post. Rained p. m. Company "H" and "L" detachments came to this post as reinforcements to troops stationed

here. Cool. Detachments from "H" and "D" went to protect tent. Britney and Company got through to Sweetwater.

July 23, 1865: Fine day. Five horses stolen by Indians last night. Capt. Greer with detachment of 26 men pursued the Indians, but was unable to overhall them. Indians crossed mountains 14 miles south east of our old camp. Ten Indians and one white man. Capt. Greer found where war party that fought us three weeks ago today first stopped after flight, found where they dressed the wounded ones. A great many bloody rags were discovered, one warrior was found hidden under a rock supposed to be a great warrior or chief from the trappings found on him, silver ornaments and number buried there and a number wounded. The detachment that went the other found another fresh graves of warriors.

July 24, 1865: Monday. Cool. Pleasant. Indians around camp last night. Sentinel Stenkbery saw two but did not get a shot at them. Just before daybreak Corporal May fired on but did not hit him. Dark no moon. Suppose we will have mail today. Mail delayed at Horse Shoe on account of party of Indians in that vicinity. Will not be here before Weds. Rain p. m.

July 25, 1865: Fine breeze a. m. Considerable noise among the horses last night. Think Indians prowling. Too dark to see well. Immediately after dinner the cry of here comes the Indians through the camp. I ran out then sure enough they were coming up the other side of the river. The boys commenced shooting and made some very good shots, 75 rode along the bank yelling and hooting like mad men. We crossed the bridge ten mounted following them a couple of miles. We killed two if not 3 of them. They were gradually reinforced until we found we would be taken. We fell back to camp. They commenced crossing the river two miles below and ran into the cattle herd. Twelve or fourteen of the boys went after them and had a severe fight. Killing one a head chief, who was scalped. Also two or three mortally wounded. We finally drove them across the river. They killed one steer, but we stuck it and hauled it into camp. We fought them across the river until after dark, when we returned to camp. They did not disturb us during the night. About fifty or one hundred in sight.

July 26, 1865: Terrible day for our command and no knowing how it will end. At daybreak a few Indians was seen in the hills north of the river. Lieut. Britney and ten men

arrived from Sweetwater before daybreak. Detachments of Co. "H" and "D" to be here by twelve or one o'clock. They camped three miles this side of Willow Creek. Capt. Greer received an order to send a detachment to meet Co. "H" and "D." I took charge of it by request of Capt. On reporting to Major Anderson found that Lieut. Collins of Co. "G" of the 11th Ohio was going along, but the Capt. thought it best if I went along, twenty to twenty-five in all. We crossed the bridge and got about one mile from camp when from N. E.-S.W. and every point of the compass the savages came. It appeared as if they sprung from the ground. They completely surrounded us. There was no other alternative. Death was approaching on every side in its most horrible form. That of the scalping knife tomahawk of the Indian. We turned and charged in the thickest of them, drawing our pistols and doing the best we could. It was a terrible ordeal to go through. It really was running the gauntlet for dear life after a terrible break neck race of $\frac{3}{4}$ miles we arrived at the bridge where our boys met us and to our support. In the charge we lost—five killed and twelve wounded. Lieut. Collins was killed. Everything was in full view of station. Over 1,500 Indians were around our little party. The Indians suffered dreadfully as our pistols were pushed right against their bodies and fired going great execution. We were forced to come back. Every horse was wounded in one or more places. Four were killed. They now cut the wire both east and west. Twenty men under Lieut. Walker went two miles east to repair it. Indians attacked and killed one and wounded two of our company. He had to retreat not getting the wire fixed at $\frac{1}{2}$ past 11 o'clock. "H" and "D" Company detachments came in sight west of us, the savages surrounded them, five of boys crossed river, three miles above, two were killed and three came in camp on foot. There horses being killed. One on horseback near the mountains, but several Indians were in close pursuit. All this we could see plainly from the station, but we could do nothing for them. "H" and "D" detachments corralled, or tried to corral their wagons, but did not succeed very well. We could see the Indians in swarms charge down on our boys when they would roll volley after volley into them, it seemed as though the boys were in strong position, twenty in all being their number. About 4 o'clock the firing ceased and a smoke that of burning wagons commenced ascending. The enemy began going off north two and three until sundown not a living being was to be seen. We are sure all the boys were killed but from the length of time they held out and the number of Indians in solid masses upon them the

Indians must have suffered terrible in killed and wounded. Two Snake (Indians) scouts started $\frac{1}{2}$ past 9 p. m. with dispatches for Deer Creek. Would get there before day.

July 27, 1865: Up at day break. Went on top post with glasses. Soon Indians commenced appearing on the ridge just opposite on north side of river. First one then two until by sunrise hundreds were in sight on all the hills. Some of them hallooed across in Cheyenne language. Telling the women to leave as they were going to burn us out and kill all the soldiers and men here. They are now going southwest for high ground towards Red Buttes, but few in sight at 8 a. m. The Indians are very mad they told the Indians (Snake, friendly) that they killed all men in "H" and "D" yesterday and was going to kill more white men today and our men had killed and wounded heaps of Indians. Copy of papers found on battle ground yesterday, viz. Blackfeet, Cheyenne, Arraphoes, Sioux and a few Comanches are here, now they want to fight four days more. It was taken prisoner down on Platte River. You killed Chief yesterday evening. They say they no want peace. There is over 1,000 they want stock and want to fight. They are moving to battle on place. A party of us crossed this afternoon to try to bring in our dead. We found Lieut. Collins and McDonald and one other man in a dreadfully mangled and cut up condition. Our scouts found discovered Indians in force about two miles off dancing encircled by their horses. Think this body 600 strong. Another body of men came in sight from the east. When we were recalled they proved to be a reinforcement of 50 men from Deer Creek. Our Indian scouts got there after day break. Lieut. Hubbard and Greer started immediately. Another party is just starting to bring dead bodies nearest river (Sundown.) The boys are all in safe. Brought in three dead bodies nearest river, 58 arrows were found in one body, 24 in body of Lieut. Collins and several in McDonalds. Two Indians showed themselves in the west on hills. The three boys that escaped from the train yesterday fought their way 7 miles, 60 Indians crossed the river and followed them, killing all their horses and two out of the original that were cut off from the train at 1st charge of Indians, four of the Indians was killed and several wounded. The fighting were distinctly seen by all at the station. The three boys got into the bed of a brushy creek when the band of Indians pursuing them nearly all left, only fourteen continuing the pursuit of the three. The boys were Company "D" of our regiment, Henry Smith, Byron Swain and Corp. James Shrader. Co. "H"—13 killed, "L"—8, "I"—3, "K"—2 in

Battle of Platte Bridge, Co. "J" 11 wounded "K" 2 wounded, address Henry Smith, Prescot, Kansas, Byron Swain, Corp. James Shrader, John Holding, Oaskasoosa, Kansas.

July 28, 1865: Sentinel on guard, fired shot at 2 o'clock a. m. Three Indians came near the post and ran as soon as fired upon. They were mounted. We all ran into the breast-works immediately, but at daybreak no one was in sight on the surrounding hills. No Indians appeared up to 2 o'clock p. m. A detachment started out to find our boys above. About five miles west from the station 20 dead bodies were found, the wagons burned. The Indians had a great many killed and wounded. They had to cup up a great many telegraph poles and split them to drag off their killed and wounded. The Indian scouts (Snake) say there were 3,000 Indians at least went north from the Trail the telegraph lines destroyed as far west as the party went about six to eight miles.

July 29, 1865: Move back this a. m. from station to camp. A strong party went out to bury the dead. Twenty-one bodies were burried on the battle ground. A horrible sight. All scalped, but one, and bodies nearly all burned up. The savages set fire to the wagons and heated iron bolts and burned the men with them and turned their feet to the fire torturing them alive in every possible manner. They were buried in two graves. Seven in one thirteen in the other. One was buried on the other side of the river from where the train was taken. Wire cut East.

July 30, 1865: Co. "K" left this a. m. for Deer Creek. No sign of the 6th Michigan said to have passed LaBonte on yesterday. A detachment of Ohio 11th came in from Sweetwater this a. m. They tried to fix wire up there but too much of it down. A detachment went out to guard operator, to telegraph west for repair train to return about 300 yards of wire down. 9 o'clock p.m. no news from east. Wire still cut. Great anxiety on account of 6th Michigan not being heard from—fears for "K" Co. Strong guard.

July 31, 1865: Pleasant cool a. m. Nothing of note took place last night. No telegraph communication from east or west. Six Michigan not up yet and no intelligence from them. Some alarm on their account. Our ration of provisions out today. The messes have not meat for three days and are out of flour this a. m. Things begin to look serious if nothing turns up today will have to commence butchering and jerking beef for subsistances. Draw one day ration of

bacon and flour of ganard or ranchman here of bridge. Saw two Indians below camp a couple of miles the herd was brought in farther has been seen on account of nothing being heard from below. We all moved into trenches and station. The scouts did not attempt to go near Deer Creek as they thought the danger imminent. To attempt going through must come soon. The suspense is terrible.

August 1, 1865: Pleasant morning. No news whatsoever from below. We cannot imagine what can be the matter. Gen. Connor telegraphed when the line was up that 6th Michigan would reach here by last Sat. night. It is now Tuesday and not a word of any kind from below and Indians but here and Deer Creek. Shurly today we can hear something. A party went as far up the line west as where the wire was not disturbed but could not get no communication west. Wire cut west somewhere. We have strong working partier throwing additional dirt works for fortifications are now nearly perfected and we can hold the fort for two hours if assaulted by the enemy in force by firing ten shots each from our carbines, but our pistol ammunition is plenty for close quarters. At 4 o'clock p. m. we were working in the trenches. The joyful cry came the line is working spades and shovels were instantly thrown down, rush was made for the telegraph office. The joyful tick put a glad smile on every countenance. Soon we heard the 6th Michigan would be here tomorrow. Sergeant Todd and rations for fifteen days with them. All is gladness and joy.

August 2, 1865: Very cold and windy this evening. Very chilly night. Cold bracing November weather. Men got so cold last night in bed they had to take their blankets and go three together for comfort instead of two in a bed. A company of about 28 men of 6th Michigan arrived to relieve our company here on tomorrow we start for Kansas. We are ordered to report at Fort Kearney. Headquarters of this district go with us. We start at 5 o'clock.

August 3, 1865: Homeward bound start $\frac{1}{2}$ after 5 o'clock a. m. for Deer Creek, 30 miles crosses Horse Creek, three miles from Bridge, passed Reshaw Creek 7 miles from upper bridge. Passed Snow Creek passed Reshaw creek 7 miles from upper bridge. No water there arrived at Muddy Creek. Arrived at Deer Creek at 4 p. m. Passed big Muddy 10 miles from Deer Creek.

August 4, 1865: Reveille at 4 o'clock a. m. March at 8 o'clock a. m. Met part of California Reg. also one company

of Nebraska Reg. They were Winnebago Indians crossed Elder Creek 13 miles east of Deer Creek. Good water, grass and wood. Natural Bridge two miles up the Creek. Crystalized quartz and Isinglass a splendid quality of white rock, soft, can be cut with knife. Twenty miles from Deer Creek to La Prelle Powder River Expedition started on yesterday.

August 5, 1865: Reveille at 3 o'clock. March at 5 a. m. Natural Bridge over La Prelle 98½ feet long, 28½ feet span, 18 feet thickness of arch. Six miles below La Prelle passed Bed Tick Creek. Next came Wagon Hound. Water, not much grass. Camped at La Bonte Station on La Bonte Creek. Hills on all sides. Road hilly from this to Laramie.

August 6, 1865: Sunday Reveille 3 o'clock. March at 5 a. m. Strike Platte River 5 miles from station. Good camping there, ten miles strike Little Bitter Cottonwood, three miles farther on Strike Big Bitter Cottonwood Creek at mouth of this creek the Platte River comes out between two high hills in a narrow channel. It must run 8 or 10 miles, 2 or 3 hundred feet perpendicular on each side of river. Camped 6 miles west of Fort Laramie on bank Platte River below Star Ranch. Warm day.

August 8, 1865: Remain in camp all day. Captain went to the fort to arrange about turning in a lot of tents and other fixtures. Will try to turn in all horses and other equipage, if we can get transportation in train to Fort Leavenworth. Order to march five miles east to Laramie, there train is camped. Arrived there after night. Fifteen miles.

August 9, 1865: Started from camp six miles from east Laramie with ox train. Fort Laramie is on the River Laramie a couple of miles from its mouth on the west side of the rivers. Its head is south of Laramie Peak. There is a saw-mill at the foot of Laramie Peak, which supplies the fort with lumber. Laramie is about 130 miles from Platte Bridge. We hear the Indians who fought at the bridge went south to the Denver bridge road and have had a fight with some our troops and are reported to have captured 12 wagons and our men hitch to and drive seven miles and camp on the Platte bottom for the night, at near sundown some Nebraska troops passed in night, turned all mules and wagons at Laramie today.

August 10, 1865: Reveille at 3. Roll out at 4. Travel 14 miles to Horse Creek at 10 o'clock. Had breakfast. This is the spot where Capt. Folks and his men were escorting some Indians to Fort Kearney, were attacked and he and

several of his men were killed by the Indians. They were friendly Indians (Sioux) armed and clothed by the government to kill soldiers. Started again at 3 o'clock p. m. Camp five miles west of Fort Mitchel on Platte River. Scotts Bluff in view all day. Several dead bodies of Indians found at Horse Creek by our men.

August 11, 1865: Reveille 3 a. m. Did not get started until 5 a. m. The teamsters going to sleep on herd. Passed Fort Mitchel. Camped two or three miles east of Scotts Bluffs about 12 miles from starting point. Hear at Mitchel Indians on the Denver Road near Cottonwood to Fort Hallock and have burned several stations. Hear also Sergt. Porterfield of "B" Co. is missing with ten men that started from Laramie with him for Camp Collins on southern road near Flicklins Bluffs. Commenced cutting hay at Mitchel. Good grass, no wood.

August 12, 1865: Reveille at 3. Breakfast—start—between 4 and 5 o'clock a. m. Stop for noon opposite Chimney Rock in sight of Courthouse Rock, this a. m. Table Rock is back of Flicklins Bluffs a stream of water named Rush Creek at Chimney Rock 20 men stationed to carry mail. Road hilly and sandy. Noon camp at Courthouse Rock.

August 13, 1865: Sunday camp $1\frac{1}{2}$ miles east of Courthouse Rock. Boy seining caught 79 fish, first draw and next 150, all black or minto suckers. In all caught 2 or 3 thousand. The creek is called Lawrence Fork and Timpkins is several miles east. Some pickets. Saw campfires head of stream. From number of fires a large number of Indians in this vicinity. Hear our troop had fight west of

August 14, 1865: Hear our troop had fight west of Chimney rock, killed two Indians and wounded one. Indians this a. m. cut wire east of here and taken four telegraph poles. Leave at 4 p. m. Marched at 5 p. m. stopped at 12 o'clock midnight $\frac{1}{2}$ between Mud Springs and upper crossing Pole Creek on divide. No water or wood.

August 15, 1865: Start at sunrise. Reach Pole Creek 10 a. m. Meet large train which took Hallock Road. March $\frac{1}{2}$ 4 p. m. about 7 miles camp on Pole Creek.

August 16, 1865: March after sunrise. Arrive in camp 10:30 a. m. about 10 or 12 miles. March at 3 o'clock p. m. to 13 miles to Julesburg on Pole Creek. One mile station on this creek, also one back at Chimney Rock.

August 17, 1865: March 5 a. m. 8 miles to Lower Crossing of Pole Creek in sight of Julesburg Station five miles from it

at 2:30 p. m. Marched before sundown five miles below Julesburg on bank South Platte River. Camped for the night. Hundred of wagons along the river, ox trains, mule trains, horse trains and pony train in abundance. Everything looks lively and brisk.

August 18, 1865: Reville at 3 o'clock. Gave full ration of corn last night. Marched at 5. Crossing Platte at our camp. Marched until 9:30 a. m. Met over 300 wagons going and coming on road, mule and pony trains out travel ox trains considerably. Marched 4:30 p. m. to camp four miles west of Beauvais Ranch. Marched 18 or 20 miles today. Good grass, no wood.

August 19, 1865: Marched 5 a. m. Camp 5 miles east Beauvais ranch on river. Good grass, no wood. March at 3 p. m. about 13 miles within 9 miles of Alkali Station. Make 20 miles today. Met 315 wagons since leaving crossing at Julesburg, 615 in number and with that were camped around the post about 1,000 in all.

August 20, 1865: Sunday. Remain in camp. Sod tough enough to build house on.

August 21, 1865: Reville at 2 o'clock a. m. March at sunrise. Camp at Alkali Station about 10 miles this a. m. Rumor a wagonmaster from Omaha killed boy last night on his train. Marched 3 p. m. 10 miles camped on South Platte. Good grass. This a. m. passed Virginia Cavalry in camp—met 280 wagons going East today.

August 22, 1865: Reville 3 o'clock a. m. Marched little after sunrise. Met Gen. Dodge and staff escorted by 14 Pennsylvania Cav. Camp at noon by one Afallens Bluffs. Start again at 3 p. m. Cross the Bluffs. Station and several houses scattered along for four or five miles, lately erected camp 3 miles east of last house on Fremont Sloo. Dig 3½ feet for water. 250 wagons passed today.

August 23, 1865: Reville 15 to 3 o'clock a. m. Marched a little before sunrise about 7 or 8 miles. Stopped at Fremont Sloo to graze. Marched at 3 p. m. Passed junction of north and south Platte River. Camped 6 or 7 miles west of Cottonwood station. Wood and water. Platte River water sufficient for all cooking purposes. Passed Jack Marrows Ranch 10 or 13 miles. Cottonwood Best ranch on the Route so far. Mosquitoes very bad at this camp.

August 24, 1865: Reville 3 a. m. Marched at sunrise. Reach Cottonwood past 8 o'clock a. m. This is best point

for a fort from Leavenworth to Laramie. Plenty timber, grass, wood near post. The post building are good built of cedar logs. Horse power circular saw mill in operation at post. Camp $1\frac{1}{2}$ miles east of Cottonwood, three stores in Cottonwood, good water all along road. March at 3 o'clock p. m. Nine miles east of Cottonwood camped for night on Platte River Passed on yesterday and today.

August 25, 1865: Reveille at 3 o'clock a. m. March about 10 miles. Camp near River. Black man teamster died this a. m. Buried this p. m. March at 3 p. m.—9 miles camp on river bottom.

August 26, 1865: Reveille 3:30 a. m. Marched $\frac{1}{2}$ hour before sunrise. Ten miles pass midway station, camp 3 miles east of it. March 3 p. m. A large train of Mormon emigrants camped side of us. Sweed, Norweigans and Danes, 3rd Massachusetts Cav. camped near us on their way west, just before we started from our noon camp. Marched 10 or 11 miles. Camped on river.

August 27, 1865: Sunday. Remain in camp today. Stock herding on Island in Platte River, washing, baking, mending, card playing, all kinds of work and play the order of the day, pleasant and good night to rest.

August 28, 1865: Reveille at 3 a. m. March 11 or 12 miles to Plumb Creek. March at 3 p. m. March 11 miles, 2 miles west of 22 mile point—camp over night.

August 29, 1865: Reveille at 3 a. m. March 10 miles before sunrise. Pass 17 mile point. Camp for dinner and graze—14 miles west Fort Kearney. Marched 10 miles. Start again 3 p. m. Arrive in 5 miles of Fort Kearney where we hear that Conner has ordered all our horses turned in.

August 30, 1865: Reveille 3 a. m. Marched at sunrise. Arrive at Fort in 3 hours. Universal indignation at Connors in dismounting and taking our horses from us. It is nothing but petty spite doing it. Turned all horses and tents and equipment. March at 5 o'clock p. m. passing through Kearney with repeated groans for Connor the miserable Commander of this district. Camp 3 miles East of Kearney.

August 31, 1865: Reveille 4 o'clock. March at 6 o'clock. Camp $\frac{1}{2}$ mile east of Valley City, find H. M. Hook at home and well. Water good at his ranch. March 3 o'clock to camp on sand hills. Left Platte River for good this afternoon. Water at this evening camp a mud hole not fit for use.

Sept. 1, 1865: Reveille at 3 a. m. March $\frac{1}{2}$ hour before sunrise. Went 16 miles, camped at 32 mile creek, 4 miles of Mudy Creek. March at 3 p. m. Make a good drive camp where grass is good, 10 or 12 miles west of Little Blue. No Water.

Sept. 2, 1865: Reveille 3 a. m. Marched $\frac{1}{2}$ hour before sunrise. March. Reach Little Blue camp $\frac{1}{4}$ mile east of Pawnee Rock. Drove in cattle and marched at 3 p. m. Made about 10 miles. Saw the 7th Cavalry on route for Leavenworth to be mustered out. Had to turn in part of their horses and foot it in. Camped at 7 a. m. on nine mile ridge.

Sept. 3, 1865: Reveille at 3 o'clock a. m. Marched 5:30 camped at 10 made 11 miles. Lay in camp all afternoon to rest. Mosquitoes very bad in evening. Could hardly sleep for their gnawing. Lieut. Drew and 3 or 4 boys started on way for home about 9 o'clock. Sgt. Pennock very sick.

Sept. 4, 1865: Reveille at 3 a. m. Marched 4:30. Cool, cattle traveled very brisk. Met 9th Wisconsin Battery on their way to Cottonwood Springs. Camped at 10 o'clock. Made 15 miles. Marched at 3 o'clock p. m. Met 5th U. S. Volunteers enroute for Fort Kearney. Camped at Thompson Ranch 8 o'clock. Made 11 miles.

Sept. 5, 1865: Reveille at 3 o'clock a. m. March at 5:30 a. m. Rain. Roads slippery. Reached Big Sandy. Camped at 11 o'clock. Start at 4 o'clock p. m. March 7 or 8 miles. Cross Little Sandy 4 miles east of Big Sandy. Camp 6 o'clock on open prairie. No wood or water.

Sept. 6, 1865: Reveille at 3 o'clock. March at 5 o'clock. Rained like Marched a little after arrived at Rock Creek 14 miles or near'd camp had to carry water to cook with $\frac{1}{2}$ mile. Marched at 3 p. m. About 10 miles. Camp on open prairie 9 o'clock. No wood or water.

Sept. 7, 1865: Reveille 3 o'clock. Marched at 5 o'clock. Rained like blazes before starting. Roads muddy heavy for 6 or 7 miles. Sun dried up roads. Passed 17 mile point 3 or 4 miles. Camp for dinner. Marched at 3 o'clock p. m. Crossed Big Blue at Marysville. Camped $\frac{1}{2}$ mile east of Marysville at 10 o'clock.

Sept. 8, 1865: Reveille 3 o'clock. March 8 o'clock. Roads dry, but hilly. Camped 8 or 9 miles east of Marysville for dinner. March again at 3 p.m. Camped on Black Vermilion near Barretts Mills at 8 o'clock p. m.

Sept. 9, 1865: Reveille at 3 a. m. March at 5 o'clock. Stopped at small stream for dinner. March at 3 o'clock p. m. Roads very slippery for cattle. Camped 2 miles east of Clear Creek.

Sept. 10, 1865: Reveille at 3 o'clock a. m. March at day break 5 o'clock. Cool. Roads still slippery. Stopped 3 miles cast of America for dinner. March at 2:30 p. m. Camped for the night about $\frac{1}{2}$ mile west of Circleville, Jackson County.

Sept. 11, 1865: Reveille 3 a. m. March before day break. Passed through Circleville 7 miles east of it Halton camped $1\frac{1}{2}$ miles east of Halton in Bottoms march at 3 o'clock. Camp, 9 miles west of Grasshopper Falls on divide between Halton and Falls Co. Beginning to get better as you approach Cedar and Grasshopper Creek.

Sept. 12, 1865: Reveille 3 o'clock. March at day break. Pass through Grasshopper Falls after crossing Cedar and Peters Creek and camped for noon east of creek. The citizens gave us a good dinner. Train started 3 p. m. for Crooked Creek. I left and went ahead in a two horse wagon of Mr. Myers of Circleville. We came two miles east of Crooked Creek and put up for night.

Sept. 13, 1865: Started at day break arrived at Easton on Stranger Creek for breakfast. Started after breakfast. Arrived Fort Leavenworth one o'clock p. m.

Sept. 13, 1865: Reveille 3 o'clock. Started day break. Passed through Easton. Camped one mile east for dinner. March 3 p. m. Cut Tirvettes Train off at 8 mile house. Camped $\frac{1}{2}$ mile east of the Salt Creek House for the night.

Sept. 14, 1865: Reveille at day break. Started at 8 o'clock. Camped 9:30 o'clock at Old Camp Lyon. Train unloaded and left us.

Sept. 15, 1865: No Reville at all. Got up when we got ready, work on the muster rolls began today.

Sept. 16, 1865: All up early today at 10 o'clock rain.

Sept. 17, 1865: Cool. Cleared off at daylight. Preaching by Christian Commission. Nice Breeze.

Sept. 18, 1865: Dull cloudy, 10 o'clock clouds cleared off, sun shone.

Sept. 19, 1865: Cool night Co. "D", "H", "K", were mustered out today and paid. They were paid to Sept. 13, six days short.

Sept. 20, 1865: Wind in north west. The 14th, 15th and 32nd Illinois started for Springfield, Ill. to be paid off having been mustered out of service a few days ago they are to ride the Iron Horse to their state and soon be citizens again.

Sept. 21, 1865: At 3 o'clock p.m. Co. "L" 11th Kansas Cavalry was mustered out of U. S. Services by Capt. Hubbard, 13 volunteer mustering officers at Fort Leavenworth.

Sept. 22, 1865: Went to city in forenoon. Came back to camp at noon. At 5:30 p. m. Company "L" was mustered out of services of U. S. By Brevette Brig. Gen. Lowe, mustering officer of Kansas.

Sept. 23, 1865: Got up early ate breakfast and went to pos. headquarters to get pass approved to go to city. Did not return to camp on account of rain.

Sept. 24, 1865: Came to Camp in a. m. Back to city in afternoon and at camp at night.

Sept. 25, 1865: Paymaster has payed off Co. "L" and scattered it to the four winds of the Earth. This concludes the History of Company "L" 11th Kansas Cavalry. It's organization is no longer known. It's members are flying hither and thither to mothers, sisters, wives and the loving arms of friends at home.

Written by Jake Pennock of Co. "L" 11th Kansas Cavalry. On March copied by Mrs. L. M. Grigsby, wife of Luther Grigsby, one of Co. "L" 11th Kansas Cavalry.

Brought to us from Topeka, Kansas by Billy Dennison, also a member of Co. "L," 11th Kan. Cav.

The original copy is filed by Historical Society. Topeka, Kansas from May 1, 1865 to Sept. 25, 1865.

*Levi Powell and A. J. Powell Letters**

R. R. 6.
Columbus, Ind.
October 1, 1950.

Mr. W. W. Morrison
Psgr Agent U.P.RR.
Cheyenne, Wyoming.
Dear Mr. Morrison:

At last I have located the letters that I promised to send you, so I hope they will be of benefit to you in compiling material.

You probably already know that the monument referred to in some of the letters is located in the Cheyenne cemetery.

I may drop in to say hello during the 1951 rodeo.

Yours truly,
Paul Roush.

LETTER FROM LEVI POWELL

Beaver Head Rock
Montana Territory,
Dec. 10th.1870

Mrs. Mary Roush
My Dear Sister:

It has bin some time since I have recd a letter from you, so I thought I would write you a few lines this morning.

*Levi Powell established a camp on the north fork of the Laramie river and on March 5, 1872 left this camp to look for strayed cattle. When he did not return a search was instituted and his body was found March 17 on Fish Creek, about 12 miles from camp. Evidently, he had been ambushed while following the trail of the missing cattle and had been slain, scalped and otherwise mutilated.

The body of the 34-year-old Powell was brought to Cheyenne and buried in Lakeview Cemetery. The tombstone has this inscription, "A brother's tribute of love and respect."

The following letters from Levi and A. J. Powell were given to the Wyoming State Historical Department by W. W. Morrison of 2922 Warren Avenue, Cheyenne, Wyoming.

Mr. Morrison, according to Dr. Howard Driggs, President of the American Pioneer Trails Association, "has unearthed and preserved as much history as any living individual."

These are exact copies from the original letters, which Mr. Morrison had in his possession.

I am enjoying the winter very well, we have very fine weather & no snow in the valleys. I have three hundred & fifty head of cattle on hand at present & they run on the range without any herding.

I go out every week or two & look at them. I have one man hired this winter more for company than utility.

Times are dull here this winter as it is was very dry here last summer. I think we will have good times here next summer. There has been new mines found two hundred miles north west from here.

Should you answer this direct to Beaver Head Rock. Montana Territory.

Levi Powell

LETTER FROM LEVI POWELL

Waco Texas
April 21st. 1871

Mrs. Mary Roush
Ever Dear Sister:

I write you a few lines this morning. When I left your place I went to Ills to see Catherine Ping. I found them all well.

I staid there several days, it was so muddy I could not get any where. I found J.R.Powell's family all well when I returned there. I took J.R. down to Kansas with me he staid about one week with A.J. Powell. A.J. is still baching yet.

I left Kansas the 20th of March and arrived here the first of April after a tedious trip of six hundred miles, five of it by stage coach.

I have seen considerable country this spring, I don't like what I have seen of this state so far it is too subject to drouth for farming & the range getting eat out too much for stock raising in this part of the state.

Stock has advanced considerable in price here. I have bought one thousand head of cattle & will go out & buy a few hundred more next week. Horses are high and scarce.

The trees are all leafed out and the flowers are all in bloom which makes it very beautiful in the country.

As I sit here in my room writing, I have a beautiful view of the valley of the Prazos River. The weather is very warm here in the day time but cold in the latter part of the night.

I do not receive my cattle until the 15th of May. It is a little late but I think I can make the trip through to Montana this summer.

Give my best regards to all inquiring friends. If you would write to me about the 10th of June and direct it to Abilene Kansas, I think I would get it, as I expect to get up there by the forepart of July.

Tell Lib I would like to receive a letter from her. I would write her from here but I do not know how she spells her name now since it has changed.

As Ever Your Brother.
Levi Powell.

LEVI POWELL'S LETTER

North Laramie River
Dec, 25th 1871

Mrs. Mary Roush
Marble, Ind.
My Dear Sister:

It is with pleasure that I embrace the present opportunity to write to you.

I have bin so busy ever since I left Texas with my herd that I have wrote but few letters. I am here in comfortable winter quarters. My stock scatters considerable this winter.

We have a very hard winter so far the hardest I ever saw in the mountains. I have not lost much stock yet.

Tell George I have got them long horned oxen I was to bring him from Texas and he had better come and get them for I may get hard up and sell them.

How I would like to see Roush out here. There is plenty of deer and antelope here, and thirty miles north of here there is plenty of elk.

If I had Lotta out here, I could make a herder of her this winter. I think that would suit her better than cooking.

I think I will drive my herd west in the spring if I have any left, I think I will go back to Montana again.

The cattle trails have not paid very well last summer. I should have 1150 head of cattle and 26 head of horses, but how many cattle I will have in the spring is hard to tell.

I think the Indians will trouble me some in the spring, they have run off some stock Ft. Fetterman 70 miles north of here.

I believe I have nothing more of interest to write at present.

Please write soon. Direct to Bordeaux Ranch, Wyoming Territory, Via Cheyenne.

I remain as ever your brother.

Levi Powell.

A. J. POWELL'S LETTER

North Laramie River
Wyoming Territory
April 1st 1872

Ever Dear Sisters:

You no doubt long before this reaches you, you will be sprised of the loss of our dear brother. I will tell you the particulars as I have got them since my arrival at the camp on the 26th of March.

He left camp on the fifth of March to be gone but one knight. He went over north on a stream cald bitter-Cotton Wood, to look after cattle about 16 miles from camp, and not returning for several days they boys that was herding for him, other men that was near here, they struck the mule track that he was wriding on Cottonwood, and a pony track on both sides of the mule track, which showed too planely that he had bin taken a prisoner by the Red Devils, they followed the trail about 8 eight miles and came to where they had kild our dear brother.

They shot him on his mule from the signs where the mule had broke and run. They shot him twist once through the head once through the heart and then mutelated the head. They left the war club that they had used by the boddly with a red flag on it. They were Sue Indians.

At the same time the Red Devils stole 10 head of horses. The commander at the fort has made a demand for the party that done the kiling and steeling. Dont have any idea that he will git either for the Indians policy is a bad one the one that U.S.A. has adopted.

Brother was buried on the 19th of March at Fort Laramie. They tell me that he was buried respectable. Brother J.R.Powell wants his remains brought to the states for enternment. I will do just as you all say in regard to it. I never heard him say as to having a choice where he rests.

I will administer on his estate, if you are not all satisfied chose who you will and I will be satisfied. I will start in the morning for the fort and Cheyenne, anything that I can gather will write you in this.

Dear sisters this letter is for all of you don't be selfish with one & another. The stock was badly scattered when I arrived here, have got them in shape. Bin in the saddle all the time since my arrival until this afternoon and have devoted it to writing. Have four men in camp.

April 10th, Arrived at Cheyenne at last, have not aser-tained any thing further than what I have written. There

has been a heavy snow storm here that detained me on the road for a week, hoping to here from you all I remain

Your brother A.J.Powell.

Ps. Direct to Fort Laramie, Wyoming Territory.

LETTER FROM A. J. POWELL

Fort Laramie
Wyoming Territory
May the 8th 1872

Dear Sisters:

Yours of the 22nd of April received on last mail day one week ago today. Was glad to hear from you all.

I am gitting a long well so far with the exception that the Red Devils are gitting away with a good many cattle. The storms in April scattered the cattle badly.

I have on the range between 7 and 8 hundred head, will deliver what I have gathered by the 20th of this month and then the rest as I gather them.

In regard to removing brother's remains. They can not well be removed until cold weather so men tell me that has had experience.

I will come in as soon as I git through, it will be some time in June, and then I will explain to you better than I can write. I wrote to brother James for to write to you all for me and to git a Power of Attorney from each of you for me to act as your agent.

The laws here are such that a man has to be a resident of the Territory one year before he can administer. I git a friend to administer and I act as his agent. He makes no charges for befriending us.

I don't think that brother ever had a picture of himself taken, or at least I never saw any. All quiet at camp at present time. If I get back to the States will show you too topnots that my men lifted.

Yours of the 24th recvd & also Power of Attorney. Must close for the present & start for camp.

As Ever your Brother.
A. J. Powell.

LETTER FROM A. J. POWELL

Tonganoxie Kans
Sept 1st. 1872

Dear Bro & Sisters:

To day will express to you \$900 dollars to Columbus Ia.

Will send it in the name of Mrs. Mary Roush to be divided among you three sisters. Expect every day know to git

the balance of the estate money & then will come & see you all.

This leaves me well.

As ever your bro.

A. J. Powell

LETTER FROM A. J. POWELL

Tonganoxie Kans
Oct 18th 1872

Dear Sisters:

It has bin some days since I got home. No doubt but you will be looking for a letter from me before this reaches you.

I have nothing to write you that will be of interest. I got home all right, stoped over Sabath day with Cate. Found them in reasonable health.

The best way for to know how they are doing is to go out & see them. It won't take long.

I failed in trading my place for cattle & it won't do to leave with a renter, so I am stuck here for a while yet, unless I sell I won't go out to fix up Brother's grave until the year is out and then can make final settlement with the administrator.

There was one thing that I forgot when I was there that was to take your receipts so that I can show to the administrator that I have made the dividin of money.

We have beautiful fawl weather here but there was early frost which made a good deal soft corn.

As Ever your Bro

A. J. Powell.

LETTER FROM A. J. POWELL

Tonganoxie Kans
April 9th 1873.

Ever Dear Sister:

Yours bearing date of March 28th recd. Glad to hear from you.

Have written to some of your folks quite often for me. I believe that I stated in my last letter that I had recd receipts, but didn't tell you that you didn't include in recpt the hundred dollars that was allowed me which should have bin.

In speacking of what my place is worth, it is worth between six and seven thousand dollars. I would not advise any of my folks to come to Kans from this fact that this

part is not a wheat country. Better for corn than any other grain and taxes are very high.

Could tell you all the good and bad qualities of the state, but don't think it worth while. It has bin some time since I have had a letter from J.R. Powell.

This is a backward spring here I am not done sowing oats yet. Have handled some hogs and cattle the past winter, but no money in them.

I will try and answer all letters that is recd. As Ever your Bro.

A. J. Powell.

Ps. I don't have the same Po Box that I use to have my box is no 76.

LETTER FROM A. J. POWELL

At Home
July 6th 1873

Your's of the 13th & 16th. Recd of last month. Was glad to hear from you but sorry two hear of your axident and being hurt.

It appears from your letter that you think that I am trying to steel a portion of the estate money. I only asked for a receipt for this reason that while up there could make final settlement. And then after I got home could settle with each of my sisters & Bros.

I do not feel as it would be right to use the receipt that you signed with your protest accompanning it. I have the receipt from J.R. Powell, Hanna Curry and L Curnichael, just the same that I asked of you.

I have a receipt from C. Ping for the amount of money that I paid them placing me as administitory, writen for an other but have not heard anseer yet.

I will state to you the same that I did when at your house last faul that the records of the probate court will show to you all what & how I have have handed the matter.

The administrator name. J.C. Whipple. Cheyenne Wyoming Territory.

I was in Leavenworth the 2nd inst and the marble will soon be finished for brother's grave. The reason that it was not done on contract the stock was delayed as the marble cutters had to send to the quarry in Vermont for the stock to fill my order.

I will send you a statement of what every thing cost in regard to the monument when it is up will go out to put it up and settle as soon as harvest is over if nothing happens more than I know of now.

I believe that I have nothing more to write at this time.
Hoping that this will reach you & find you and family well.
Answer by return mail. As Ever.

A. J. Powell.

LETTER FROM A. J. POWELL

Tonganoxie Kans
July 27th 1873

Dear Sister:

When I last wrote you, I stated that I would write you a line when I started to Wyoming Territory.

I will start to knight. The monument weight is 5500 Lbs. Will send you a diagram of it after I return.

I will be gone about a month.

As ever your Bro
A. J. Powell.

LETTER FROM A. J. POWELL

Tonganoxie Kans
Aug 25th 1873

Dear Sister:

As I stated in my last letter that I would write you a few lines when I got back home which I know do.

I removed brother's remains to Cheyenne on the U.P.R.R. and have got the grave fixed up.

Will send you a statement of all the cost at the earliest opportunity.

Your Bro.
A. J. Powell.

COST OF MONUMENT BY A. J. POWELL

Cost of monument & putting same up -----	\$917.40
Paid to C. Whipple, administrator -----	\$ 25.00
Bill of expense after settlement with court in 1872 -----	\$100.20

Whole amount -----	\$1042.60
Money on hand -----	\$1368.35
Balance on hand -----	\$ 325.75
Portion -----	\$ 54.29

Sept 1873

A. J. Powell.

LETTER FROM A. J. POWELL

Tonganoxie Kans
Oct 19th 1873

Dear Sister:

Your letter bearing date of the 6th. received. Glad to hear from you, but sorrow to hear that your health is so poor and that there is so much sickness in your neighborhood. As far as myself my health is good.

I have been trying all the time since brother was kild to have the Red Devils brought to justis, but could not until lately git our Government to pay any attention to the matter.

I am in receipt of a letter from the Department of Indian affairs Washington that says that the matter shall be looked into & investigated which I hope will soon be done.

In regard to expenses that may occure in trying to bring those Indians to justis, I don't ask my brother & sisters to help pay the expenses unless it is there wishes so to do. If it is it will be thankfully received.

I don't want you to think that there has bin none worth mentioning. The money that is in my hands that belongs to you cannot sent at the present time on account of the financial crises, banks closed, but think that it wont be long until they will resume payment.

Hoping that when this reaches you that your health may be good, also your familys. Please answer by return mail.

As Ever.

A. J. Powell.

LETTER FROM A. J. POWELL

Tonganoxie Kans
June 25th 1874.

Dear Sisters:

It has bin some time since I received your letter. It is carelesness that I have not writen sooner.

The reason that I removed brother's remains was for 2 reasons, first that there was other persons entombed near in a row, so it was actual necessary for to take the boddy up & reEnter to have room to fix up and not intrude on other graves.

In the second that if any of the friends was passing through the country & wished to see his grave it is near the R.Road.

I send the coming week the balance due each of you three. I send it to one address to save expense. I send it

in Hanah Curmichael's name. \$52.29 each ones Portion will send it by express to Columbus Ia.

I believe that I have nothing of interest to write further. My health is good. Hoping that yours will be better than when I last heard from you.

Nothing more at present hoping to hear from you on receipt of money.

Your Brother.
A. J. Powell.

LETTER FROM A. J. POWELL

Virginia City
Montana Territory
Mar 12th 1876

Mrs. Roush:

Dear Sister:

It has bin some time since I have written to you or anyone in that vicinity.

I will drop you a few scrolls to inform you that I am still in the mountains yet & likely to stay here for some time to come.

You see when one once gits to living in the mountains it is hard for them to leave them as it is a country that one can live in easy without much labor & then the country is quite different in a mining camp from what it is in any place else.

I tell you it is a hard matter for me to write for it is so seldom that I do any writing at all. This country is different here from any other mountain country that I ever was in before as it is cut up with numerous streams with beautiful valleys between the mountains.

It is the general opinion of the people here that there will be a large emigration to this territory the coming summer from all parts both from the east & west of the Mtns. Even the damd John Chinamen & women are coming to this country and they are a detriment to any country for they live on mere nothing & carry all their money they git to there own bessed country and that is not all, they work for small wages and the laboring class of people has no more show to make anything where they are that is the great objection the American people have to them.

Perhaps you would like to know what we are doing. We are doing not much that we do during the winter but take care of our cattle and that is not much of a job go out over the range two or three times a week & see that they are all on the range. You see that we don't feed stock any here.

We do our own cooking, eating and sleeping, and no one to say that this or that don't suit. I would like for to see

some of you step in here about meal time just to git a square meal on bread beef and coffee etc.

I would like to hear from you as often as it is convenient for you to write. Don't do like I do, but write often. My best wishes to all my sisters and there families.

Tell the children to be good to there parents & kind to all people, that I am coming to see them sometime.

I must stop writing for this time as the knights are shortening of at both ends. I think this will do pretty well for me. We boath have bin very healthy since we bin in this territory.

As Ever. A.J. Powell.

Ps. Direct to Virginia City. Montana Territory.

Spanish Diggings

By

HELEN WILLSON

As we go back into time, down into the history of geological and animal formation, the periods of time increase almost beyond comprehension. Twelve thousand years takes us back into the late stone age when man's only machinery consisted of sharpened flints, the bow and arrow and rude traps. The story of Wyoming's earliest inhabitants is enveloped in a haze of mystery and obscurity, but explorations have developed the fact that this State has the most ancient remains of vanished races to be found on this continent. In the prehistoric mines of this State there is embedded the hidden chronicle of extinct races—the story of the stone age and the cave man, of the buried, untold history of the primitive, rude and savage life of the childhood of mankind.

These prehistoric quarries are scattered through a region approximately 400 square miles in Platte and Niobrara counties of Wyoming. This region is a rectangle, ten miles wide, forty miles long to the eastward of the North Platte River. Its western end is northeast of Glendo, Wyo., its eastern terminus near a north and south line between Guernsey and Manville, Wyo.

The "Spanish Diggings" proper is that portion one strikes when one turns at the big sign, three miles west of Keeline and drives from there approximately eleven miles south. Here, within easy walking distance, we find the main quarries of the region—the Barbour, Dorsey and the Holmes quarries. The "Spanish Diggings" comprises only that part of the prehistoric mines region which lies in the Spanish

*Down in the southwest corner of Niobrara County, about 25 miles from Lusk, is located what is commonly known as the Spanish Diggings, consisting of a series of pre-historic stone quarries—a mute reminder of days when other races of men peopled these Western plains and used implements made entirely of stone. These diggings are one of many quarries and shop sites located throughout Eastern Wyoming, starting at some point in the Black Hills of South Dakota, and extending down toward Guernsey and Glendo on the Platte River. Hans Gautschi of Lusk has made a thorough study of the Spanish Diggings and is an authority on the subject. This review was written by Mrs. Glen I. (Helen) Willson of Lusk, with the assistance of Mr. Gautschi, and was printed in the Golden Jubilee Edition of *The Lusk Herald*, May 28, 1936.

Hillis, one mile east of the Barbour quarry to one mile west of the Holmes quarry.

The name, "Spanish Diggings," is a misnomer. Some say the name was conferred upon the region by cowboys and others say it was given by early explorers, who thought the excavations were made by preceding Spanish expeditions, which were digging for gold. Spanish explorations were made to this part of North America, under Coronado and others in the Fifteenth Century.

Here, so long ago that the Indians contacted by the earliest white adventurers had no traditions concerning them, men of crude culture labored infinitely. Here, doubtless, was the cradle of manufacturing in America, the locale of the first "big business" on the continent, which went in for organized industry to thus give mass production.

The region is indeed an archaeological paradise. Numerous expeditions of scientific men have visited it, explored and dug among its treasures, and carried away many thousands of relics for laboratory, study and museum display. Considerable literature, precious to scientific minds of the world, has been written concerning it and men have traveled thousands of miles to see it, while others who care not for such things have spent their lifetime within a score of miles without once deviating from their regular pursuits to see it.

Different Quarries Described

The Barbour quarry was named for Dr. Edwin H. Barbour, from the University of Nebraska, who visited the region in 1905. Here large chunks and slabs of rock have been torn from the hillside, as seams were followed up and the desired quartzite obtained. The refuse rocks were dumped down the hillside and apparently the quartzite was carried away to be worked upon elsewhere, as very few chips and almost no refuse pieces are found there. The Holmes quarry is about one mile southwest of the Barbour quarry, or about sixteen miles southwest of Keeline. On the crest of the hill are still to be seen pits from 10 to 25 feet in depth, in spite of the winds and rain of thousands of years, and on the slope of the hill are a series of smaller pits. As the desired material was obtained from one pit, they moved on up the hill, dumping their refuse into the last abandoned pit. There are also open cuts at the crown of the hill. The chunks of quartzite containing the cores were broken off and carried to comparatively flat places on the hills and here were worked into implements. Today the refuse dumps on the hillside resemble those of modern mines. On the ridge of this hilltop at the Holmes quarry,

one may still find chips, "rejects," and partly finished implements.

Prehistoric Cross on Slope of Hill

On the eastern slope of this hill is a cross, built of rejected material from the adjacent quarries. The cross is approximately 100 feet long, and the outline can be distinctly seen. The best views may be obtained by standing at the head of the cross, looking down the slope. There were apparently various designs made throughout the cross, some of which may yet be seen. In recent years visitors have removed many of the rocks, and others have attempted to reconstruct the designs, which have partially destroyed the value of the prehistoric work from a scientific viewpoint. Those who visit the site should refrain from disturbing any of the rocks, as scientists and archaeologists will undoubtedly make more thorough and complete study of this cross in future years.

From the foot of the cross extends two rows of stone mounds, parallel to each other, which run down into the valley for a distance of more than half a mile. It is thought that the cross was used in some religious ceremonial.

The Holmes quarry was named for William H. Holmes, who wrote "Handbook of Aboriginal American Antiquities," as Bulletin 60 for the Bureau of American Ethnology of the Smithsonian Institute, and many other articles on archaeological subjects.

The Dorsey quarry, which is about one-half mile a little south by east of the Holmes quarry, was named for Dr. George A. Dorsey, curator of the Field Museum of Chicago, who explored the region in company with Billy Lauk and W. L. Stein in 1900. This quarry does not appear to have been so extensively worked as the Holmes or Barbour quarries, but evidence is visible where veins of the precious quartzite were followed up.

In the entire region of the 400 square miles, more than 25 quarries have been located and explored. Still others undoubtedly remain, but have never been found, as they lie buried beneath the soil carried by the wind and rains of many centuries.

Also south of the "Spanish Diggings" proper, near the North Platte River, in the vicinity of Sawmill Canyon, 15 or 20 miles southeast of the Muddy workings, in Converse and Niobrara counties, lies another quarry district. Near

these quarries are shop sites covering many acres, where chips and cores are in such abundance as to stagger one's belief. Most of the material is black and yellow jasper and a fine-grained moss agate.

The location of the "Spanish Diggings" as a prehistoric factory site was dictated by the presence of the raw material. Outcropping along the ridge is a ledge of brittle quartzite. This rock was particularly adaptable to their use, since it breaks with a conchoidal fracture and a lump of it may be worked down and fashioned into crude implements — scrapers, knives, axe-heads, hammers, milling stones, weapon points, paint pans, hoes, etc. The heavy hammers or grooved mauls were usually of dense, hard quartzite, but all the other output of the quarries was of the peculiar quartzite, so peculiar, in fact, that when in the surrounding country or in the neighboring State of Nebraska and also Oklahoma, the tools can be easily recognized as coming from the Wyoming quarries—the formation of the rock at once establishing their source, though the craftsmanship, too, is peculiar to the region of the "Diggings." Many of the finished products have been found in various parts of North America, thousands of miles from the "Spanish Diggings." Fifteen hundred miles away, in Ohio, the site of an ancient village was found, and here in an underlying strata, estimated to be at least 2,000 years old, were found implements from the Wyoming quarries. It is also thought that the specimens of stone tools, implements, etc., found in the mounds of the Mound Builders in the Mississippi Valley, came from the Wyoming quarries. The theory is thus advanced that these quarries may have been the site of the workshops of prehistoric men who roamed over the land ages before the American Indian made his appearance, approached also the region on the Platte river.

Though the tools manufactured were for war, domestic and agricultural uses, tools, not weapons, predominate among the finished articles which have been found—axe-heads, both single and double-bitted, triangular hoes shaped with handles, scrapers and crude knives carved for use in skinning animals. The pursuits of peace and of agriculture seemed to predominate their interests.

All the quarrying was done with stone implements, such as wedges and heavy hammers, and the overlying strata of other kinds of rock were removed to give access to the desired quartzite. Wedges have been found set in the rock seams ready to be driven. This, among other evidences, gives rise to the theory that the region was suddenly abandoned, either from attacks by enemy tribes or from some cataclysm of nature. Nowhere is there evidence that metal

tools were used in either mining or for domestic purposes. There mining work was a slow, tedious and laborious process and very crude, requiring hundreds of workers to accomplish what two or three men could easily do today.

If we could contrast their labor and output with today's machinery and mass production, we would realize what human intelligence has done in a period of time that is only a moment in the existence of this earth, an infinitesimal fraction of a second in the history of the universe.

Tepee Rings Indicate Mode of Living

Back on the mesa in close proximity to the workings are extensive village sites marked by hundreds of tepee or lodge circles, made by stones apparently used to keep the walls of the tepees in place, the habitations of primitive man being poles covered with the skins of animals or brush. Many such villages are located a number of miles away in pleasant valleys and parks, near springs or running streams. Nevertheless, nearly all of these villages were also workshops, as is evidenced by large accumulations of chips and rejects on the sites, showing that they were simply adjuncts of the quarry mining. However, here are found arrow and lance heads and hide scrapers, beautifully made from brilliantly colored agate, jasper and chalcedony. Most of these are small, and the work far superior to other quarry products, leading some who have studied them to believe they were made by modern Indians after the quarry races were no more.

There has been no systematic plan of exploration, and no excavation of the pits to uncover the hidden relics of the race who lived so long in these desolate wilds—experts, scientists and curiosity seekers who have roamed over the terrain have only seen surface indications and picked up such specimens as lay before the naked eye.

What Became of Race Who Worked the Diggings?

What became of this ancient race of manufacturers, traders and perhaps farmers, whose products were carried so far and spread over the continent? The best the learned archaeologists can do is guess. Erosion has obliterated considerable evidence, but the quarries, the workshops and camp sites, still remain as evidence of the frugality and ingenuity of a prehistoric race, and in no section of the entire world can be found ancient quarries of such magnitude

as those of Wyoming's prehistoric mining and manufacturing district.

As far back as 1905 it has been from time to time proposed that this region be made a national park, but, though the United States Bureau of Ethnology was interested, the area was so large, and so many private land titles were involved, that action was deferred. In the succeeding years efforts have been made along this line and the national park service title to at least a few square miles is still being petitioned to acquire and preserve for posterity the archaeological marvels of this area, which are now subject to removal by mere curiosity hunters and to vandalism.

"Spanish Diggings" Discovered in 1879

A. A. Spaugh, pioneer resident of this section of Wyoming, who now has extensive ranch holdings in and around Manville, is credited with having located the "Spanish Diggings" as early as 1879; Lauk and Stein of Whalen Canyon, near Guernsey, explored the region in 1882; I. S. Bartlett of Cheyenne in 1893; Riggs of the Field Museum in 1895; Dr. G. A. Dorsey in 1900; Dr. Barbour in 1905; and after that several scientific expeditions were made. In 1915, C. H. Robinson, of Bloomington, Ill., representing the Illinois State Museum and the McLean County Historical Society, in company with Hans Gautschi of Lusk, spent two weeks exploring the "Diggings" and surrounding prehistoric sites. Mr. Robinson was greatly enthused over the findings in the entire region, and did more to interest local people in the "Diggings" than any other person. Mr. Gautschi has since accompanied and acted as a guide for many local people and those from surrounding towns. Mr. Ralph Olinger, formerly of Lusk, but now of Newcastle, Wyo., Mr. O. A. Moss of Manville, and J. R. Phillips of Casper have also been particularly interested in the prehistoric sites and all have fine collections of artifacts obtained from the sand blowouts in the adjacent country.

The State Song of Wyoming

By

KENNETH E. CROUCH*

Wyoming does not have an official State Song but a poem entitled "Wyoming" written by former Charles E. Winter of Casper, Wyoming, has been set to music under two titles and is popularly accepted as the State Song.

In the summer of 1903, Judge Winter, then living in Grand Encampment, Wyoming was traveling east to promote some mining interests. During his three weeks travel he became "homesick" for Wyoming and while riding thru Pennsylvania wrote some verses.

On his arrival home, he typed the verses and placed the sheet in a pigeon-hole in his desk. Later Earl R. Clemens, then editor of the **The Grand Encampment (Wyoming) Herald** and a musician, came into his office. He handed the verses to Mr. Clemens remarking, "We've been wanting a State Song. Here are the words. You provide the melody."

Several months later Mr. Clemens returned with the poem set to music.

In 1903, Judge Winter and Mr. Clemens were delegates to the third Wyoming Industrial Convention in Sheridan. Here they secured a barber and tailor and formed a quartet to sing the new song at the afternoon session. The convention adopted a resolution declaring "Wyoming" the State Song.

The town of Grand Encampment, now known as Encampment, in the early days was a wild, typically western copper mining district. A few college men operated these mines and often had chorus singing for a pastime and thus developed the State Song.

The composer of the first score of "Wyoming," Earl R. Clemens, was born in Flowerfield, Michigan, November 8, 1877, and died at Terra Bella, California January 10, 1943,

*A notable collection of state and military songs of the United States has been compiled by Kenneth E. Crouch. Of the forty-eight states in the Union, thirty-eight have adopted official anthems.

Ten states have no official songs. Others have two, and one state, Tennessee, has three. Two of the states, Arizona and Washington, have state "Anthems," the other thirty-six have state songs.

Kenneth E. Crouch has published articles on state songs in journals in nearly every state of the Union. He is a professional journalist and editor of the Bedford, Virginia, **Democrat**, and is the assistant national historian of the Sons of Confederate Veterans.

and was buried in Constantine, Michigan. He was graduated from the Marcellus, Michigan schools and his first experience in printing was in a shop at his birth place.

He moved to Constantine, Michigan in 1897 and with his brother began publishing the **Constantine Record**. In 1902 he went to Grand Encampment, Wyoming and became editor of the **The Grand Encampment Herald**. From here he went to Rhyolite, Nevada and was co-founder of the **The Rhyolite Herald**. In 1911 he founded **The Terra Bella News** at Terra Bella, California, and continued as editor-publisher until his death. His wife, Elizabeth Hoffman Clemens, succeeded him as editor. He and his wife wrote **Life in the Ghost City of Rhyolite**.

Professor George Edwin Knapp of Lake Charles, Louisiana, composed the music to Winter's poem **Wyoming** and called it the **Wyoming March Song**. In 1919 he came to the University of Wyoming at Laramie, as director of the Music Department. He remained until 1931. While working here he found some mimeographed copies of Judge Winter's poem **Wyoming**. In his spare time he wrote a melody for the words and was assisted in arranging the harmony by some members of the music faculty and advanced harmony students. After the song had been introduced at a State Teachers' meeting the musical setting was printed in the State Course of Study.

Mrs. Harold Vaughn, an outstanding musician and composer, composed the music for a soprano solo for the Winter poem **Wyoming** in 1912.

The first time the song was played by a band the author, Judge Winter, was making a political speech in the Odd Fellows Hall at Casper, Wyoming, and here under the direction of Harold Banner the Winter-Clemens composition brought hearty applause.

That's Wyoming was written for the 1940 celebration of the Golden Anniversary of Wyoming's Statehood. The words and music were composed by Jack Bryant.

The "Anniversary Song" was scored by Emmett C. Eckdall, who was born in Cheyenne, Wyoming, October 8, 1905. After he was graduated from the University of Wyoming, he moved to Ventura, California, where he engaged in the real estate business.

Life of Frank Ball

By

LORA NEAL JEWETT*

This is the true portrayal of the life of Frank Ball, a pioneer of what is now Sublette County, Wyoming. Frank, the third son of Daniel and Josephine Ball, was born at Hamilton, New York, November 9, 1869. He had two brothers, John and Charles, and a sister who died in infancy. His mother, Josephine Wilcox, was born in Onieda, New York, and his father in Hamilton. In 1872 they moved to a farm near Morris, New York; but not satisfied with that location, they later went to Brooklyn where they resided until Daniel Ball had the urge to come West.

In the year 1884 Daniel Ball left New York to seek his fortune in the West. His young wife stayed behind and worked as a dress designer and cared for her three children. Being expert at her trade, she set up her own business and prospered in it.

Later, young Frank decided to follow his father to the great West. He went first to Memphis, Tennessee and on to the town of Waterfall, where he took the train. In those early days trains traveled slowly, but even so it was fast travel as compared with wagons, horses and oxen, which were at that time in use. Trains were loaded with passengers, men and women on their way West to seek fortune and adventure. This particular winter had been a hard one in the Western States, with livestock dying by the thousands from blizzards and starvation.

On reaching the city of Cheyenne, Wyoming, Frank saw dead cattle in large numbers lying along the railroad tracks.

*BIOGRAPHICAL SKETCH—Mrs. C. Gordon Jewett, wife of a prominent ranchman of Big Piney, Wyoming, has written a number of articles under the name of L. Ellis Jewett which have appeared in many of the leading newspapers and magazines.

She organized the first Republican Club in Sublette county and the Historical club of the same county and was the first Historian. Twenty-two years ago in 1928, she also organized the Writers Club, which is now the Artist Guild of Sublette county, and is one of the outstanding clubs in the State of Wyoming. She has been made President Emeritus of this guild.

She is a member of the Cow Belles, Eastern Star Chapter of Pinedale, Junior President of the Auxiliary of the VFW, Fremont Peak-Pinedale, Wyoming, The Press Reporting Syndicate and the Dramatic League of America.

That winter of '86-'87 was long remembered as one of the worst in the state's history.

Young Frank Ball and his father worked for the Wasatch Stock and Grazing Company. This outfit ran thirty thousand sheep and twenty-five thousand cattle. After the hard winter of 1886, the stock was counted when spring came, and totaled four thousand sheep and nineteen head of cattle—all this big stock company had remaining. The Company tried to winter the remaining sheep and cattle across the river, west of Green River City, but the cattlemen would not let the sheep cross the river. "They should have," Frank Ball reminisced many years later, "because their headquarters was west of Green River City at Ham's Forks."

Slim Thomas, also known as "Skinney Thomas," was the head man of this organization. The following spring, after the bitter winter was at an end, feed became plentiful all over that section of the country. The abundant snowfall had put the ground in fine condition for grass and grain. One could stop overnight any place along the roads and find good grazing for his horses and cattle. The spring rains also were heavy and Wyoming prospered.

Soon after his son Frank arrived in Wyoming, Daniel filed on a homestead on Ham's Fork, and Frank went to work for Al Pomeroy on Fontenelle Creek, north of Opal, Wyoming. In March of that year, snow was so deep on Fontenelle Creek that it required two days to go by sled to the town of Opal for supplies, and then the horses had difficulty in making it through the deep snow.

It was while Frank was working for Mr. Pomeroy that he learned of a man named Fagan who was hauling supplies for the Blyth-Fargo Company, and he was telling of plenty of land up Big Piney way. At that time a vast tract of land in that region was unfenced and unsettled, with no ranches along the Cottonwood, north of Big Piney.

The year of 1888 found Frank Ball squatting on land that later became his own ranch. None of this land had been surveyed at that time. Then he went to Ham's Fork and persuaded his father to return with him. They later built two little cabins at the head of the Cottonwood near the mountains, where they could get out timber. Father and son settled on Ball Island, which later Charles Ball took up*.

*"took up" is an expression used by the early settlers and means that people took up the land under government filing. Many of the old timers are very proud of the fact that they secured their land in this manner.

Ball Island is now owned by the Jewett Land and Live Stock Company, and Mr. Ball's ranch joins it on the south.

This island was named after Daniel Ball, Frank's father. It was fine hay land, well watered with clear, cold water from the Cottonwood. This and other streams are fed by melting snow from the mountains, and often in early summer they overflow their banks.

In those early days, during the settling of this vast country, many hardships had to be endured; but Mr. Ball always got a lot of joy and satisfaction out of life in the great outdoors. He was an expert with the lariat and took great pride in his roping ability, and his increasing competence started him in the calf-elk industry. In the years of '88 and '89 thousands of elk wintered along the Cottonwood. They lay hidden during the day, and at night traveled down along the river.

At first, Frank started catching a few elk just for the fun of it; then the idea came to him that he might make some money out of it. With his well-trained cow-pony, Socks, he herded the elk into a high corral. One day he wrote to Justin Garvin, the President of the Long Island Railroad in New York, about this new venture and received an offer from him of \$100 for every elk delivered at the railroad. Thirty-two of the elk were shipped, then in 1892 Mr. Garvin wrote to Frank that Mr. George Gould wanted thirty head of elk for his hunting grounds at Kingston, New York. Later on, a carload of elk was shipped to Dr. Stewart Webb of Mehasannie, New York State.

Frank Ball was becoming widely known, and orders came for elk to be shipped to many different places in the East. Being a New Yorker himself, and the possessor of a pleasing personality, Frank Ball found himself on the road to success, and his dream of buying and stocking a large cattle ranch seemed likely to be fulfilled. He delivered his herds of elk in person and besides being paid for them, he received three dollars for every day he was traveling to and from his home. He also received passes on the railroads which included his meals and berth.

An order for many elk came from a gentleman in Salt Lake City, and these animals were delivered to Antelope Island in the Great Salt Lake. By this time, Frank Ball had acquired a herd of Hereford cattle and a large tract of land. The orders for elk continued to pour in, and Frank Ball filled all of them, as there were no game laws at that early day.

Along the wooded bottoms of the Cottonwood River, antelope could be found in large numbers the year around. It was not an uncommon sight to see a thousand head in one

drove, and they were so tame, Mr. Ball said, one could drive right through the herd and they would not run or even cease grazing. Antelope furnished much of the ranchers' meat. Many Indians came to hunt and fish and kill their meat for winter. Most of these Indians were friendly to the white settlers, but occasionally there would be a renegade among them. These renegades would never go back to the Indian Reservation, and often wintered with the whites. One was named Indian Charley who stayed at the 666 Ranch; and another went by the name of Poker Jim. He was so fat and crippled he couldn't walk, so his squaws made a pole rack drawn by a pony and he rode on that. Once Poker Jim and his women came to the Ball Ranch and asked for whiskey. Mr. Ball never kept it around, but he did give him some Jamaica Ginger Rum, and Poker Jim drank it straight.

The Indians used their tepee poles to carry loads, and the winter of 1890 a redskin by the name of Palwaggi with four squaws wintered on the Alex Price ranch near the old Luman place. Palwaggi's ponies were starving, and he knew that Mr. Ball put up hay to feed his stock through the winter; so, one day Frank Ball found Palwaggi and his four squaws at his door. The old Indian grunted and pointed to the haystack, then to his pony. Frank then knew what was wanted, and he gathered up a number of burlap sacks and motioned for the squaws to go fill them with hay. Some weeks later Palwaggi returned for more hay, and his squaws presented the generous white man with three pairs of gloves, a pair of moccasins and a deer hide they had tanned and made into a buckskin jacket. Several times that winter the Indians came for hay to keep their ponies alive until spring. The women always carried the big sacks of hay while Palwaggi rode the pony.

The Indians were very friendly with Mr. Ball, and considered him their good friend. The winter that Poker Jim died, a settler named Andrews and John Howard, who now lives near Casper, went down to bury him. He had a little cabin on the rim of the bench below Bowman's and west of Mrs. Motts'. They found no trace of Poker Jim, but they trailed his squaws to an air hole in the river, and it was there they believed the squaws had dumped his body.

The great camping place for the Indians was on North Cottonwood Creek, and near the head of Horse Creek. This was a fertile valley with good grazing land. Today the Jewett and the O'Neill outfits own a lot of this land, and it has been turned into rich meadowland. Beaver Creek was another stream along which the Indians liked to hunt and fish and have horse races. There still remain marks of their old race-track, and, like our modern race courses, it was a

circular track. The Indians loved to bet on races, and they would bet anything they possessed on one. Sandy Marshall and old man Roy lived up that way. Roy liked to bet on the races, and he was pretty good in a foot race himself.

Mr. Ball states that there were no bridges on Green River during the first years he knew this part of the country. They would swim their calves across first, then follow with their horses. When the river was high, many people lost their lives while trying to cross in the swift, strong current.

Everyone, both the whites and Indians, for many miles around, knew Mr. Ball as a good neighbor and a kind and liberal person. In the wintertime, the old squaws knew where to go when they were out of supplies and hungry—to Mr. Frank Ball. When they came begging for cornmeal, flour and other food supplies, they always received them. One winter day, when he was riding through one of his pastures, he came across a lot of stray horses. On looking around he found Butch Cassidy and his gang camped at the mouth of the Cottonwood. Their prime object was to keep away from the law, as they were a notorious outfit. This was a good cattle and game country, and by wintering here they knew they would have plenty to eat. They knew too, that in such a wild, timbered country, any officer would be a fool to try to capture them. They were wanted criminals who had pulled some spectacular jobs over the country.

Mr. Ball realized that the only thing to do was to keep on friendly terms with them, and he allowed their horses to eat his hay as long as they stayed. Cassidy belonged to the Train Robbers' Syndicate, and he also participated in the holdup of several banks. He and his gangsters were connected with the McCarthy mob, and some of their recruits were taken from the Hole-In-Wall. Cassidy was not only a notorious outlaw, but a very canny and shrewd one as well.

During his lifetime, Frank Ball acquired large holdings of land and cattle. He gave each of his two sons, Frank Ball, Jr. and Walter Ball, a fine ranch and a herd of cattle; and at the time of his death he left the home ranch to his daughter Alice Ball Nucomb. The rest of his large estate was divided in three equal parts among his three children.

As a pioneer, Frank Ball was an influence for progress and for good in his adopted state, Wyoming. He was always ready to help his neighbors and friends, and all who were in trouble or in need. He believed in law and order, and up to his passing, two years ago, he proved himself always a fine neighbor and friend.

His wife, who preceded him in death by many years, was formerly a Chicago girl whom he met on one of his trips

East. It was purely a love match and their married life was a very happy one. When she developed a heart ailment, he took her to a lower altitude but the change did not prove beneficial and when the final summons came, they were spending the winter at Hot Springs, Arkansas. Mr. Ball returned to Wyoming where he remained a widower for the rest of his life.

The First Telephone Exchange In Wyoming

Courtesy of the Mountain States Telephone and Telegraph Company

The first telephone exchange in Wyoming was established in the cupola room of the old opera house block in Cheyenne on March 22, 1881. The old opera house was on the site of the present annex building on Capitol Avenue between seventeenth and eighteenth streets. The building was destroyed by fire about 1902.

The exchange was started by Mr. Charles F. Annett, who at the time was superintendent of telegraph for the mountain division of the Union Pacific.

In Mr. Annett's diary he describes the first installation and experimental use of the telephone in Wyoming as follows: "I was manager of the Union Pacific R. R. telegraph at Cheyenne, Wyoming. In the early part of 1878, Mr. Theodore N. Vail, who was general manager of the American Bell Telephone Company, sent two complete sets of telephones with magneto transmitters to Mr. J. J. Dickey, superintendent of telegraphy of the Union Pacific (at Omaha), and I was chief operator of the mountain division between North Platte, Nebraska, and Laramie, Wyoming. And after Mr. Dickey had made some demonstrations of the telephone at Omaha he boxed up the two sets of telephones and sent them to me at Cheyenne, Wyoming, where I gave an exhibition connecting up one set in the telegraph office of the Union Pacific R. R. and the other end of a line several blocks distant in one of the stores which was considered a wonder in those days." This was in early February 1878.

On February 24, 1878, Mr. Annett connected two telephones in an experiment between Cheyenne and Laramie using Western Union Telegraph wires and the now famous first long distance telephone conversation in the Mountain States area was held between Bill Nye in Laramie and others with the late Senator F. E. Warren, Col. E. A. Slack and others in Cheyenne. The experiment was repeated between the two cities again on February 28th, 1878 with others participating.

Later in the diary Mr. Annett says: "I first connected up with the Union Pacific R. R. Telegraph Office, Round House, Carshops, and Superintendent's office. Shortly after this

I built private telephone lines connecting up several cattle ranches and in 1881 I organized the Wyoming Telephone Company and established a telephone exchange in Cheyenne, Wyo., and at Laramie, Wyoming and connected them with an extra territorial line through Cheyenne Pass using a number 12 steel wire. This connection was completed in 1882."

In 1883 a switchboard was established for the Swan Land and Cattle Company at Chugwater, Wyo., connecting up several of the company's ranches and a line was run from Cheyenne to Chugwater using the barb wire fencing part of the way (this was the first use of barb wire fence on record in telephone history). Following this, in 1883 also, several of the Warren ranches were connected to the Cheyenne exchange. F. E. Warren was then Governor of the Territory.

Late in the year 1883 The Wyoming Telephone Company was merged with The Rocky Mountain Bell Telephone Company with headquarters in Salt Lake City. Mr. Annett became the General Manager of the Rocky Mountain Bell Company at the time of the transaction and left Cheyenne.

In September 1869, the Cheyenne-Denver long distance line was completed and in 1900 a line was finished between Cheyenne and Salt Lake City connecting Denver with Salt Lake City via Cheyenne.

On January 25, 1915 the first transcontinental telephone line between New York and San Francisco was opened for public use.

"The Cheyenne exchange was not burned at the time the fire destroyed the old opera house building. The exchange had been moved twice before the fire and if my memory serves me right the exchange was located in the Bresnahan Block at 17th and Carey at the time of the fire."

Wyoming's Wealth of History

(Reprinted from The Casper (Wyo.) Tribune-Herald,
Feb. 18, 1951)

By

HOWARD R. DRIGGS*

Bugle calls ringing over old Fort Bridger are among my first memories of historic Wyoming. I heard them in 1889, just before the storied post was abandoned. As a youngster, I was helping my father and brothers drive a small herd of cattle from Utah to a ranch we had staked out in the Henry's Fork country. Those were stirring days because Uncle Lando Herron was along. He had been at Fort Bridger in 1855 with Louis Robison acting for the Mormon church in the purchase of the old trading post. In the sale, John Hockaday represented Bridger and Vasquez.

Soldiers were drilling on the old parade ground when we drove our wagons and cattle through the fort. We ran into Shoshones and Utes as we traveled southward toward the lordly Uintahs. Sagehens, antelope and other game were plentiful. Streams were alive with trout. It surely was "Wonderful Wyoming," then—as now.

Nights brought us close to some of its stirring history. Father and Uncle Lando had driven oxtteams over the trail we followed. Later, when the handcart companies were caught in the early snows of the South Pass, they helped to rescue the freezing, starving emigrants. They were close to the Johnston Army episode. When the Overland Stage was running, father played his part as a blacksmith's helper at the Granger Stage Station.

In July, 1895, some other young men and I were on the way to Yellowstone Park, when we came upon frontier trouble. We got into Jackson Hole just in time to help ranchers stand guard through the night against an expected attack from Shoshones. While we didn't see the

*Much history that never will be known, because it has never been recorded, would undoubtedly prove to be interesting and perhaps throw a far different light on what is now available had all of it been preserved.

Dr. Howard R. Driggs, President of the American Pioneer Trails Association, points out in this article a few of the activities his association is doing to preserve and add to our colorful historic records.

Dr. Driggs resides at Bayside, Long Island, N. Y.

Shoshones, it was good to hurry on next morning to the park where the soldiers were in charge.

History First Hand

This was when the settlers were coming into Star Valley and Teton Basin. A new era had started for Wyoming and surrounding states. With boyish enthusiasm I was sharing the ranching routine and getting some of the romance of Wyoming's colorful history straight from old timers who lingered.

Uncle Nick Wilson, who settled Wilson, Wyo., was one of these. It was a rare experience to help this picturesque frontiersman bring out in book form the story of his life among the Shoshones. "The White Indian Boy" we published has brought the old West close to thousands of girls and boys over the country.

Days since then have made me realize the value of these firsthand stories of America's making. Happily, the revered Dr. Grace Raymond Hebard did a marvelous thing in preserving many of them for Wyoming. Agnes Wright Spring and others still are carrying on.

Wyoming's history was given national prominence in 1930, when President Herbert Hoover proclaimed the Covered Wagon Centennial and Boy Scouts and others from over the nation gathered at Independence Rock. Ezra Meeker had spent a score of years trying to awaken our country to the worth of our pioneer heritage. He had succeeded in getting a few monuments placed, one in Casper, on the Oregon Trail he loved. We published "Oxteam Days," telling his life story. The Covered Wagon Centennial was a national dedication to the cause for which Uncle Ezra struggled valiantly.

Among the Wyoming leaders who backed the commemoration were Governor Brooks, Governor Emerson, Robert S. Ellison, Dan Greenburg, Tom Cooper, Richard Evans, Warren Richardson, John Charles Thompson, A. J. Mokler, Joseph Weppner, T. J. Gatchell, Perry Jenkins, Jim Harrower—to name only a few.

Organized in 1940

In other western states there was also an enthusiastic response to the call from the Oregon Trail Memorial Association to mark the highways of history, and save the "story spots" along them. A demand to broaden the scope of the activities honoring the pioneers led to the organization of the American Pioneer Trails Association at the 1940 convention in Jackson, Wyo.

Today, not only the Oregon Trail but the Lewis and Clark, the Santa Fe, the Mormon, the Old Spanish and other trails have been reclaimed and marked largely by the school children guided by leading citizens. State and national historical monuments have been dedicated.

In Wyoming we have Forts Bridger, Caspar, Laramie and Phil Kearny. In other states, like shrines have been established where Americans and people of many lands can linger and learn something of what it cost to put the stars in our flag.

Hundreds of books on the epic of America's making have been written since national interest was stirred by the Covered Wagon Centennial. Thousands of pictures have been painted portraying the Western movement. Notable among these are the paintings of William H. Jackson, which are said to be to the West what the Currier & Ives were to the East.

Forty of the Jackson paintings are reproduced in full color and in their historic settings in "Westward America." The originals may be seen in the Jackson Memorial Wing of the National Museum, near Scottsbluff, Neb. The wing was made possible through a gift of Julius F. Stone and residents of the North Platte Valley cooperating with the National Park Service. Thousands of visitors have visited the famed Western gallery since its dedication in 1949.

Out of this portrayal of the Old West has come another splendid project.

History Kept Alive

Interested citizens are presenting copies of Westward America to art centers, libraries, high schools, colleges and universities and adding other volumes to establish collections of Western Americana or enhance those already existing.

Through the years, travelers have been brought into Wyoming by varied activities which have kept history at work for America. Boy Scouts re-ran the Pony Express in 1935. Five years later, there was a trek over the Bozeman Road, with dedication of a monument to Portugee Phillips at Fort Laramie and another to Father De Smet at Lake De Smet.

F. W. Lafrentz, founder of the American Surety Company, of New York, and a Wyoming pioneer, was among those participating in the events. Now in his nineties, Mr. Lafrentz's heart ever is with the state that opened opportunities for him to become a national leader. At one time Mr. Lafrentz was a member of the Wyoming legislature.

Now, as chairman of the board of the American Pioneer Trails Association, he is serving the cause with devotion.

What is ahead? Wyoming has been named the sponsoring state for bringing through the story of the Cattle Industry. Our girls and boys especially need that stirring epic in attractive, authentic forms. Many of them are overfed with pseudo cowboy tales fittingly described by Josh Billings when he said, "Trubble with sich yarns is thet 'bout half the lies they tell ain't true." Our hope is to see **American Cattle Trails**, by Herbert O. Brayer, and a map of the Cattle Trails, by Hugh Glen, published and distributed widely this year. Thanks to Russell Thorp, Archie Allison, Elmer Brock and others, the project is well on its way to realization.

Will Observe Centennial

Other plans of challenging interest to Wyoming and the nation are in the making. Colorado this year celebrates its Diamond Jubilee. That Centennial State has been invited to sponsor Overland Stage Trails observances. Wyoming has a deep interest in those historic highways, one of the most famed of which ran first through Casper. Then, because of Indian trouble, it was run farther south, close to the Wyoming-Colorado line. We hope there will be a number of celebrations honoring "Old Stage Coach Days."

Next year, it is proposed we have celebrations honoring the "Centennial of the Covered Wagon Migration." During 1852, thousands of home-building pioneers crossed the plains. Ezra Meeker and his young wife and baby made the journey that year. It is conservatively estimated that five thousand died along the Oregon, Mormon and California Trails.

Rebecca Winters was among these. Marked by a wagon tire, her grave near Scottsbluff has become a shrine to pioneer motherhood. Rebecca was the daughter of Gideon Burdick, a drummer boy in Washington's Army when it crossed the Delaware.

A re-dedication of old Independence Rock may well be a national tribute and fitting remembrance of the army of pioneers who won and held our West. Wyoming will have another opportunity. The spirit of the pioneers must be kept alive. The dauntless spirit that made America will keep America. Every community along storied trails will honor itself by treasuring these highways of history and enrich itself by conserving its historical resources. People like to travel. Let it be made more profitable by persuading them to linger where the drama of America's making has been enacted. It will make those visitors more understand-

ing and appreciative of the background of American life. It will also bring money into Wyoming.

Crossed Wyoming

No state has more romantic trails than has Wyoming. Across it runs a trunkline of some of the most famous—Oregon, Mormon, California, the Pony Express and Overland Stage. Carved deep in its rocks, as near Guernsey, is a thrilling record of the mighty migration. Then there were the trails of the Astorians and the trappers. Even before these, Indian trails of intense interest, traced by animals before history was recorded. Besides all these was the Bozeman Road, scene of the last stand of warriors fighting for their hunting ground. With such a rich background, Wyoming must carry forward to a more splendid development of its historical resources.

The Wyoming Council of the American Pioneer Trails Association was organized in 1948, to reinforce the good work of the Landmark Commission. As a part of the national organization, this council is in position to bring new force into the movement and gain nationwide attention for Wyoming.

As I write these lines, I seem to hear again, the bugle calls ringing over old Fort Bridger, and in them feel the call for action.

Accessions

to the

WYOMING STATE HISTORICAL DEPARTMENT

December 1950 to June 1951

Watt, Mr. and Mrs. Joe H., Moorcroft, Wyoming: Donors of a very, very old iron lighter with two spickets for the wicks.

McPherren, Mrs. Ida, Sheridan, Wyoming: Donor of Tintype of Poison Bill Tyson; Menu of the Third Annual Banquet of The Old Settlers' Club of Sheridan and Johnson Counties, October 20, 1904, Unity Hotel; Commencement program of the Sheridan High School in 1900, 1901; hand bill for entertainments given by Judge Robert P. Parker in 1905; hand bill of Clint and Bessie Robbins Show.

McConnell, W. E., Chugwater, Wyoming: Donor of cast steel hatchet found at Chugwater Creek on old Fort Laramie-Cheyenne road.

Bartley, Esther (Mrs. E. T.), Cheyenne, Wyoming: Donor of a tray cloth which belonged to Betsy Hinds Foster, great-grandmother of Mrs. Bartley. She was born in 1798. She grew the flax, spun the thread, wove the linen and embroidered the cloth about 1817. Lustre Ware cup in the same pattern used by Mrs. Abraham Lincoln in the White House. It was given to Mrs. Bartley about 1880 by her grandfather.

Jewett, Mrs. Gordon, Big Piney, Wyoming: Donor of a photograph of herself.

Russell, Austin P., Cheyenne, Wyoming: Donor of a steel engraving of Fort Laramie in the early days.

Daniel Bagley School, Fourth and Fifth Grades, Seattle, Washington: Donors of **My Weekly Reader**.

Augspurger, Miss Marie M., Middletown, Ohio: Donor of several pictures of Yellowstone National Park.

Gano, Mr. and Mrs. Merritt W., Cheyenne, Wyoming: Donors of a William S. Sperry clock.

Smalley, Mrs. Edith A., Cheyenne, Wyoming: Donor of a number of pictures of various people and organizations.

Himstreet, Mrs. C., Salt Lake City, Utah: Donor of four pictures of early day events in Cheyenne.

Yarter, Mrs. Edmond A., Cheyenne, Wyoming: Donor of U. S. Flag with 45 stars.

Hunt, U. S. Senator from Wyoming, Washington, D. C.: Donor of a colored picture of Cheyenne taken by the Air Corps in March 1950. It was snapped at an altitude of 9000 feet and a distance of 20 miles. The lens of the camera weighed 200 pounds.

Anheuser-Busch, Inc., St. Louis, Missouri: Donors of a picture of Custer's Last Fight.

Voetter, Richard G. W., East Lansdowne, Pennsylvania: Donor of a pen sketch of Fort Laramie 1869 by Charles Voetter.

Carnegie Library (Miss Mary Carpenter, Librarian), Cheyenne, Wyoming: Donor of unframed picture of Army Day Parade, April 6, 1946; map of the Platte Bridge, Deer Creek, LaBonte and Horse Shoe Stations copied by L. C. Bishop in 1935; map of Fort Fetterman by L. C. Bishop and E. B. Shaffner in 1937.

Evans, Robert, Billings, Montana: Donor of a picture of the Governor's Mansion (Cheyenne) when it was under construction in 1901.

Swisher, B. F., Cheyenne, Wyoming: Donor of **The Cheyenne Sun**, Tuesday, November 11, 1884.

Schoonjans, Mrs. Lois, Saratoga, Wyoming: Bridle donated to the Wyoming Stock Growers Association.

Office of the Live Stock and Sanitary Board, Cheyenne, Wyoming: Donors of the official list of brands in Wyoming in 1899; **Wyoming Brand Book** supplement numbers 1, 2, and 4; **Wyoming Brand Book** for 1936.

Scanlan, Mrs. W. J., Cheyenne, Wyoming: Donor of an early day cook stove used in the covered wagons.

Burnside, Raymond A., M. D., Des Moines, Iowa: Donor of a picture of Fort Reno, Wyoming, taken in 1866 by Captain J. L. Proctor.

Byron, Mrs. Elsa Spear, Sheridan, Wyoming: Donor of a picture of the Francis J. Barwig house built in Cheyenne, Wyoming in 1888.

Williams, Loren, Cheyenne, Wyoming: Donor of part of a buffalo's tooth found in Crow Creek, about 8 miles east of Cheyenne.

Kinney, Kenneth and Kenworthy, John, Cheyenne, Wyoming: Donors of an old cap gun.

Pidcock, John K., Omaha, Nebraska: Donor of a Japanese sword and rifle.

Thompson, Oren A., Cheyenne, Wyoming: Donor of a cap-lock gun, about 100 years old which was made in England.

Books—Gifts

Barker, Emerson N., gift of **Early Colorado Mails**. Published by the author.

Morgan, Nicholas G., volume 11, **Heart Throbs of the West**, by Kate B. Carter. 1950. Published by the Daughters of Utah Pioneers, 1950.

Learn, Lem, **A Little Wyoming History**. Published by the author, 1950.

McCullough, A. S., **The Ohio**, author, R. E. Banta. Published by Rinehart, 1949.

Johnson, Roy P., author, **Jacob Horner of the Seventh Cavalry.** Published by the North Dakota Historical Society, 1949.

Burnside, Raymond A., M. D., **Custer Battlefield,** by Edward S. Luce. Published by National Park Service, 1949.

Books—Purchased

Ruxton, George F. A., **Ruxton of the Rockies.** Published by the University of Oklahoma Press, 1950. \$3.34.

Schmedding, Joseph, **Cowboy and Indian Trader.** Published by Caxton 1951. \$5.00.

Hinton, John Howard, **History of the U. S. of America** (two volumes). Published by Tallis. \$6.80.

Rush, N. Orwin, **Letters of Edgar W. Nye.** Published by University of Wyoming 1950. \$2.50.

Ewan, Joseph, **Rocky Mountain Naturalist.** Published by University of Denver Press 1950. \$4.12.

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